

CHESAPEAKE CRUISING MULTIHULL ASSOCIATION



NEWSLETTER

AUGUST 2001

CALENDAR EVENTS

Land-Sea Rendezvous

August 11, 2001 - @ Ken and Carolyn Loving's
Aug 31 – Sep 3, 2001 - Multi-Photo-Mat Cruising
October 7, 2001 - Annapolis Boat Show Dinner

2001 Green Book Racing Schedule Multihulls Class

<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
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

THE COMMODORE'S COLUMN

By Commodore Brad Houghton

One of the earliest dreams I know of is getting a boat and sailing the world. And that's how it usually remains – a dream. Almost no one does it. Even among the subset known as sailors, cruising the world is really quite rare. We don't mean to say that club members are not sailing far from the Chesapeake. We recently heard from Nat and Ida Harrison that cruisers John and Mary Knight are in Rockland, Maine where they stopped for a few days on their northbound adventure. Rex and Celeste Conn are picking up their new catamaran and sailing it back from France. Tony Smith recently delivered a Gemini across the Atlantic to England.

What we rarely see is someone building their boat, selling the house, and leaving all ties to the land behind as they set out on their journey for who knows how many years. Ken and Carolyn Loving are doing just that. Their 43-foot aluminum catamaran, *Paws*, is close to completion. They have a departure date planned. For those of you who don't know, the Loving's did this before when they built a Seawings 36 in Illinois and cruised to the Bahamas from 1978 to 1980.

We should have known that ever since Australian Multihull World Cruisers, Owen and Lois Easton with their children, Tristen and Keri, came

through the Chesapeake that some people would start thinking about cruising. The Easton family is cruising the world in *Atanua*, a 42-foot aluminum catamaran that Owen designed and built. You may remember the Eastons won the CCMA BUILDER OF THE YEAR award in 2000 and Ken and Carolyn Loving were awarded the CCMA's FASTEST YACHT BUILDING PROJECT for *Paws* that same

Slug)

Heavy rain continued to pour throughout the Saturday afternoon after the race from Annapolis, keeping us trapped inside the Miles River Yacht Club House. We had our dinner at the clubhouse and saw, besides the folks who raced over to there in our own class (Jere Glover, Dave Way and his crew), Dick Bean who crewed on a monohull. Denny White was also sighted later. He was crewing on another monohull for the return trip. The rain got lighter later in the evening and by the morning everything more or less dried up.

year.

Leaving their native Australia, the Eastons visited many ports of call, including Indonesia, Diego Garcia, Madagascar, South Africa, and Brazil where they sailed 500 miles up the Amazon River. So, if cruising has been your dream, you can see *Paws*, talk to the Lovings about their plans, and have a good time meeting, eating, and greeting at the upcoming CCMA rendezvous on Saturday, August 11th.

Quote of the Month

“But the whole point of weighing anchor is that he has chosen his weather and his tide, and that he is setting out. The thing is done.”

Hilaire Belloc, *On Sailing the Sea*, 1951

2001 Racing

Race Report 2001 - #2

5/27/01

Miles River Race Back (RRBC)



A view from the *Slug's* eye.
Kiyoshi Mizuuchi (*Salty*)

Sunday morning dawned with nice weather, but rather light air was still from east. The forecast was calling for a south wind 10 to 15 knots. Seeing the light conditions, Dave Way offered to lend one of his crewmembers, John Wayshner, to *Gemini*, which was single-handed in Saturday's race. Jere Glover was impressed by the shrewd pre-race weight management tactics of Dave Way. Later, near the start area, Jere was sighted showing John how the steering wheel on *Gemini* worked. We had the same three boats as yesterday at the start: *Tri-My-Way* (Dave Way), *Gemini* (Jere Glover), and *Salty Slug*.

The winds from the east remained rather light at the start at C"9" giving us a starboard running first leg to the mark N"4" off Tilghman Point. *Tri-My-Way* was setting her spinnaker before the start and was struggling to avoid being on the course side prematurely near the pin end to the east. She seemed to have some trouble with the spinnaker in the process. We decided to start from the committee boat end to the west, beating up to the line on the starboard tack and bearing off at the gun. *Gemini* was concentrating on the timing while gathering her maximum speed. She appeared to have the best start. We set our spinnaker in a hurry and, when we looked back, we were well ahead of both of them.

In order to build enough speed with our asymmetric spinnaker, we pointed a little higher, aiming a hundred or so yards to the east of the first mark, R"4" off Tilghman Point. I thought we were building a nice lead over our competitors by the time

we reached due east of Tilghman Point. Then, the winds started to die. We jibed and ghosted toward R"4" while watching *Tri-My-Way* and *Gemini*, which took a more direct course to the mark, closing in, pushed by slightly better left-over winds. It was a mess as we neared R"4". With no winds to speak of, we ghosted past several monohulls and then lost our headway. Then, those same monohulls with more mass were coasting up to us from behind while none of us had much steerage with our spinnakers wrapped around the head stays. In the scramble to avoid contacts and trying to keep some headway, we drifted further north of R"4" than we intended, while our competitors stayed closer to the mark. The winds eventually filled from south of southwest as predicted, but we found ourselves trapped lee of a monohull that kept forcing us sailing due west toward Romancoke on Kent Island without giving us enough room to tack. By the time we eventually tacked, heading south toward R"2A", *Tri-My-Way* was well ahead of us and we lost track of *Gemini*. We tacked near R"2A" heading toward the next mark G"1" off Kent Point.



Tri-My-Way, which stayed earlier further south of us, steadily built her lead over us in the light air up-wind leg heading out of Eastern Bay and by the time we neared the mark at the mouth of Eastern Bay, we could barely recognize her by the small unique silhouette. While our chance to catch up to her looked slim, we tried to stay optimistic, thinking that we may be able to use our asymmetric spinnaker to our advantage on the down wind legs up the Bay to the finish. Things looked good while aiming toward Bloody Point Light, except that the winds outside of Eastern Bay were coming from east of south, too deep for us to take advantage of our asymmetric spinnaker to the next mark, GR-C"SR", just outside of the Thomas Point Lighthouse. Even more alarming to us was that we found the familiar spinnaker of *Gemini* following us not too far behind. We were pointing straight into South River, while most other boats were taking a slightly more direct

course toward Thomas Point Light. We jibed past the wake of *Tri-My-Way* ten or so minutes behind to pass outside of the lighthouse. It took us several more jibes in near 15 knot winds to reach the finish at "1AH" off Tolly Point, about eleven minutes behind the leader, *Tri-My-Way*.

Before we had time to relax after finishing, we saw *Gemini* crossing the finish line only seven minutes behind us. *Gemini* had leapfrogged the rest of us again on the corrected time. Heavy hearted, we headed home. Still, it was an enjoyable day of sailing in nice relaxing weather without wet butts or purple lips. We just have to learn how to make *Salty Slug* go faster in other than reaching legs.

Race Result:

Boat Skipper	Elapsed	Corrected	Position
<i>Gemini</i> Jere Glover	3:56:59	3:13:37	1
<i>Tri-My-Way</i> David Way	3:38:51	3:33:36	2
<i>Salty Slug</i> Kiyoshi Mizuuchi	3:50:04	3:35:21	3
<i>Alpha</i> Frank Wilkens	DNC		5
<i>Shaman</i> George Masson	DNC		5

Race Report 2001 - #3

6/16/01

PSA 62st Overnight Race (Potapskut Sailing Association)

**A view from the *Slug's* eye.
Kiyoshi Mizuuchi (*Salty Slug*)**

Well, this is a report of a non-race. I was looking for a crew for the weekend, but had not found one for *Salty Slug*. There were a few more

possible persons to contact, but the time was running out. I thought if the weather looked OK, I may single hand to just show up, but the weather forecast was starting to look not so promising when I got a call from Chris Price, the committee chair for the race. Only two of us, Dave Way and myself, entered the race. We needed at least one more racer to constitute a race. He would honor late entries if I could persuade other multihull racers to come, hence time for phone calls and E-mails. Sorry folks, I failed. No PSA Overnight Race this year.

UPCOMING EVENTS

The **August CCMA Land-Sea Rendezvous** will be held at the home of Ken and Carolyn Loving on Saturday, August 11, 2001. The address is:

**7968 W. Riverside Drive
Pasadena, Maryland 21122**
ken.loving@prodigy.net

The Lovings invite CCMA members to use their dock or anchor out and dingy in. The event will start at 2:00 p.m. Please bring a main dish, dessert, or salad to serve at least 6 people. The Lovings will be making chicken and CCMA will provide sodas and coffee. Please provide any other beverages you would like. You may call the Lovings with any questions at **(410) 255-4825**.

Directions to the Lovings:

By Sea

Enter Bodkin Creek where the Patapsco enters the Bay on the south side. Stay to the right and go up Back Creek about 3/4 of a mile from the mouth of the creek. You will see the Loving's 43-foot aluminum catamaran on the right in a small cove.

Driving

From the North - From the Baltimore Beltway, take Exit 2, Route 10 South. At the cross-over with Rt. 100, get on Rt. 100 East toward Gibson Island (the left lane will automatically change to Rt. 100 and you won't have to do anything).

From the South - Take either Route 2, Ritchie Highway, or I-97 North. At the cross over with Rt. 100, get on Rt. 100 East toward Gibson Island. Route 100 will cross Route 10; be sure to move to the left and stay on Rt. 100.

From Both North and South - At the first light, Magothy Bridge Road (Rt. 607), turn left. Go to the second stop light, which will be Fort Smallwood Road. Turn right onto Fort Smallwood Road. About 1-1/2 to 2 miles, go right onto Bayside Beach Road (it only goes to the right). In about 1-1/2 miles, turn right onto Central Ave. (at the Bahama Beach subdivision sign). Go three blocks to the dead end and turn right onto West Riverside Drive. The Lovings are about 200 yards down on the left in a beige house set back off the road.

MULTI-PHOTO-MAT 2001 CRUISE

Labor Day Week (August 31 – September 3)

Below is the proposed itinerary for the CCMA cruise to photograph each other at numerous lighthouses within a 30 nautical mile radius of Annapolis, *Bravo's* homeport. This is of course subject to weather, tides, ice supply, beverage stock, and intrusive thunder-boomers.

1. Fri, Aug 31 @ 1900-2100 hrs - Rendezvous anchorage in Magothy River, off Gibson Islands' Mountain Point dinghy house.

2. Sat, Sep 1 @ 0900-1000 hrs - Rendezvous at Baltimore Light.
3. Sat, Sep 1 @ 1200-1300 hrs - Rendezvous at Sandy Point Light.
4. Sat, Sep 1 @ 1400-1500 hrs - Traverse under Bay Bridge span(s).
5. Sat, Sep 1 @ 1700-1800 hrs - Rendezvous at Thomas Point Light.
6. Sat, Sep 1 @ 1900-2000 hrs - Raft-up and/or anchorage in Selby Bay, south shore of South River.
7. Sun, Sep 2 @ 0800-0900 hrs - Rendezvous at Thomas Point Light.
8. Sun, Sep 2 @ 1100-1200 hrs - Rendezvous at Bloody Point Light.
9. Sun, Sep 2 @ 1500-1700 hrs - Rendezvous at Sharp Island Light.
10. Sun, Sep 2 @ 1800-2000 hrs - Raft-up and/or anchorage in Knapps Narrows; prefer east end.
11. Mon, Sep 3 @ 0900-1000 hrs - Optional: rendezvous at Choptank Light.
12. Mon, Sep 3 - CCMA flotilla westward cruise-a-la-swarm from Choptank to home ports. Hare style race to catch *DF920 Bravo!*

Monitor **VHF Channels 16, 69, and 72** for observations by Cruise Director.

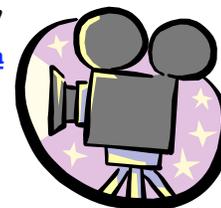
Remember 35mm print film.....and/or digital camera disks for your CCMA share-collection!!!
[Editor's Note: AND for Newsletter/Website pictures!]

R. D. White, III (Denny)



**Cruise Director
*DF920 Bravo!***

RDWhite@jposey.com



SUMMER CRUISING

ANAGYRI IN DELTAVILLE

From: blscharf@oasisonline.com

August 3, 2001

Where oh where did the summer go? All that cruising we planned still hasn't happened. We have had a pretty good summer of charters though so we're not complaining. Did get to Canada for a family reunion for 10 days and that was great... Was right on the St. Lawrence river and now we're thinking of taking the boat back up next summer. We really enjoyed it 6 years ago.

Favor...We're planning to come up for the Annapolis show in October and wondered if you could give us the names of a couple of places for over night for 2-3 days. All the local motels, hotels close to Annapolis are booked or have doubled their rates. Can you suggest anything within a 15 or 20 minute drive that might not be out of sight? We plan to be at the show Friday and Saturday and return home on Sunday. Appreciate any suggestions.

Len & Blanche Scharf

[Editor's note: Anyone out there have any suggestions??? Please email or call Len at (804) 776-9023.]

ALGOMA IN MAINE

Rockport, ME – July 23, 2001

**FOR ADDITIONAL PICTURES OF CCMA
EVENTS, SEE CCMA'S WEB SITE:**

<http://web2.instantname.com/ccma/>



ROCKLAND MAINE
Nat Harrison, Mary and John Knight

**** **NEWS** ****

I've been getting some good updates on the cruising activities of various CCMA members, but am ALWAYS looking for more articles to put in the Newsletter. Please send CCMA articles, **photos**, events, corrections, etc. to:

Ida Harrison.
5908 Mayflower Court
Alexandria, VA 22312
Email address: iharri9200@aol.com
Fax/Phone (same #): (703) 256-9461

NOTE: Articles and pictures for the Newsletter can be sent in any time, but in order to publish a timely Newsletter, please plan on having the information for each month's Newsletter to me no later than the 5th day of that month. Having a consistent and specific deadline date should make it easier for everyone to plan around.

MEMBERSHIP MATTERS

Recruit a new Member!

You may well have noticed the increasing numbers of multihulls on the Chesapeake Bay. There was a time when sighting another Cat or Tri

on the Bay almost certainly meant you were looking at a fellow CCMA member. Unfortunately this is no longer the case. However, it does present opportunities to introduce others to CCMA's program and the wonderful people that make up our membership.

Next time you see a cruising Cat or Tri, take the opportunity to ask if they are a member of CCMA, and if not, be our ambassador. Don't be shy, you know that multihull people are outgoing and friendly (just like us!) and always like to talk about their boats.

Just in case, why not carry a few copies of the Application Form (back page), which has all the information necessary for somebody to send in their information and check.

This month we welcome new members Roger and Kathy Strube from Miami, Florida. They will be cruising the Chesapeake in their Ocean Catamaran 48 *Millenium Dragon* in the next 2 or 3 months, and hope to join in some of our events.

Richard Tolson

CCMA Treasurer's Report As of July 31, 2001

Previous Balance* (4/30/01)	\$3,526.42
Income:	
Dues received	\$ 135.00
Subtotal:	\$ 135.00
Expense:	
	\$ 46.87
Subtotal:	\$ 46.87
BALANCE FORWARD*	\$3,614.55

*Includes balance of Lin Kilmon bequest of \$910.53

Respectfully submitted,
Richard Tolson, Treasurer

CCMA Board Members for 2001

Commodore	Richard Bradbury
Houghton	(301) 261-7057
Vice Commodore	John Wayshner
	(301) 261-9203
Secretary	Barbara Beitscher
	(301) 261-7057
Treasurer	Richard Tolson
	(410) 561-4861
Fleet Captain	Kiyoshi Mizuuchi
	(301) 279-5829
Newsletter Editor	Ida Harrison
	(703) 256-9461
2-Year Board Members	
Dick Bean	(410) 867-7272
Denny White	(410) 757-5956
1-Year Board Members	
Dave Way	(410) 867-2814
Jere Glover	(410) 268-2872

