

# CHESAPEAKE CRUISING MULTIHULL ASSOCIATION



FEBRUARY 2001

## FEBRUARY CALENDAR EVENTS

Board Meeting            Tuesday 6<sup>th</sup> at 7:30 p.m.  
                                 Brad Houghton's  
CCMA Meeting            Friday 23<sup>rd</sup> at 7:00 p.m.  
                                 Mayo Kiwanis Club

## THE COMMODORE'S COLUMN

*Make tracks to the CCMA Friday evening dinner meeting at the Mayo Kiwanis Club*

**By Commodore Brad Houghton**

There is a new place to eat in town! The food is magnificent, the price is dirt cheap, the entertainment is top notch, and you meet the most interesting people there!

Where can you find all this? Why at the CCMA monthly meeting, of course. On Friday evening, February 26 the Mayo Kiwanis Club will rock with sailor, navigator, and Prince of Tides, **Tom Hubin**.

Guest Chefs Brad Houghton and Barbara Beitscher will be cooking up a storm, with *Honey Mustard Chicken Breasts, Penne Rigato with Shrimp and Pesto Sauce*, green salad, stir-fried veggies, garlic bread, assorted soft drinks, coffee, and pumpkin and apple pie. (Menu items are subject to change with availability.)

This fabulous Friday night evening out (with no cooking or dishes) can be yours for only \$5.00

(yes, you heard right) per person. Dinner will be served at about 7 p.m.

Camaraderie rules, so bring your boat pictures, stories, projects, and plans.

Cancellation Policy: Because this is February, we must remind you that the meeting will be cancelled if the Anne Arundel Public Schools are closed due to inclement weather.

### Directions to the Mayo Kiwanis Club:

From the Washington Beltway: Exit at Route 214 East towards Annapolis and go 12 miles to the Mayo Post Office and turn right onto Carr's Wharf Road. **OR** Take Route 50 East. Exit at Route 424. Turn right at Davidsonville Road. Turn left at Route 214 East. Stay on Route 214 and pass Route 2. Turn right at the Mayo Post Office onto Carr's Wharf Road.

From Annapolis: Take Route 2 South 4.5 miles to Route 214 East. Turn left on Route 214 East towards Mayo. Drive about 4 miles and turn right at the Mayo Post Office onto Carr's Wharf Road.

From Carr's Wharf Road: 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. There is plenty of parking.

Do you know whose boat this is?



## January's Speaker

Thanks to Nikki and Jack Goodman for not only providing the delicious home-cooked dinner for the January meeting, but arranging for the engaging writer of Bay stories, **Eric Mills**, to speak. Eric spoke of his lifelong interests in history and how, being a native of the region, it surprised him how little was written of the historical past of the Bay. In researching for his earlier book, *Chesapeake Bay in the Civil War*, he found a whole story could be written on the Bay being “naturally conducive to the practice of the smugglers’ art.” Thus, his most recent work. Below is an excerpt from the dust jacket of *Chesapeake Rumrunners of the Roaring Twenties*:

“It was a whiskey-soaked age that was supposed to be dry. Prohibition may have been the law of the land, but the Chesapeake Bay country was awash in the sea of illegal alcohol. The marshes were teeming with hidden stills, and bootleg liquor was smuggled throughout the waterways and the adjoining countryside by daring men in fast boats and faster cars.

*Chesapeake Rumrunners of the Roaring Twenties* is a saga of people – watermen and steamer captains, mob racketeers and “legitimate” businessmen – all of them wanting part of the action. In the maze of Bay waters, boats played a key role in that action, many disguised as workboats but built for speed and the ability to out-manuever the law.”

Thanks again, Eric, Nikki, and Jack for an enjoyable evening. (P.S. There would have been digital pictures of the meeting, but due to operator error of the photographer/editor.....all pictures were lost.)

## CCMA CARIBBEAN CRUISE FEB-MAR 2002

(By Dave Way)

Are you interested in joining CCMA members in forming a group charter in the Caribbean?

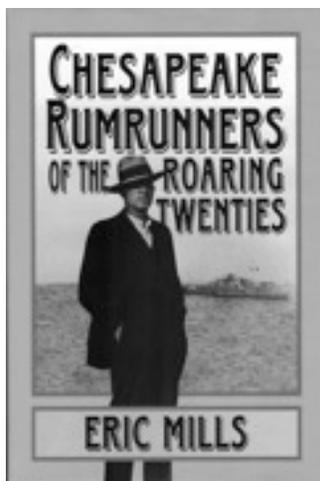
The CCMA BOD asked me to present a proposal to CCMA members to form a group to go for a Caribbean Cruise in the February - March 2002 timeframe. The following is my initial proposal to determine whether there is enough interest to start a cruise for next spring. Please let me know if you are interested by March 1, 2001.

I suggest chartering a 3 or 4 cabin catamaran, sleeping 6 to 8 CCMA members for a seven day cruise around the British Virgin Islands (BVI). There are several charter companies operating in BVI to include, *Sun Sails, Tropic Island, Moorings, and Sail Scope*. A Cat such as Tabago 35 with 3 cabins/2 heads = \$3,850; an Athena 38 starts at \$4,500; a Lagoon 380 for \$5,000; and a Lagoon 410 with 4 cabins/4 heads for \$6,500. These are this years prices. So lets divide, for example, a Lagoon 380 for \$5,000 by eight CCMA individuals and it comes to \$625 plus \$75 for additional miscellaneous items (i.e., \$700 per person). Another \$50 for food/drink on the boat = \$750. Add in airline trip to BVI = \$1,100 EST per person.

**Are you ready?** Your multihull cruise around the BVI could include: **Day 1** - Yacht checkout and sail to The Bright and Norman Island; dinghy and snorkel the caves; barbecue on board. **Day 2** - Sail to The Rhone; snorkel and lunch; night spent at Cooper Island with dinner ashore. **Day 3** - Sail to The Baths; snorkel and beachcombe; sail to Marina Cay; cocktails

ashore. **Day 4** - Sail to The Dogs; snorkel and explore; continue sailing to Virgin Gorda Sound; pick up a mooring or anchor and enjoy the area (great facilities ashore). **Day 5** – The big sail out in the Atlantic Ocean and run up to Jost Van Dyke; a swim at Sandy Cay; anchor in Little Harbor. How about lobster dinner at “Sidney’s”? **Day 6** - Slow cruise with stop at Green Cay for snorkeling; on to Cane Garden Bay; dance at Stanley’s to a local steel band. **Day 7** - Sail a beat up Sir Francis Drake’s Channel ending at Little Harbor for the night. **Day 8** - Sail back to marina and check in yacht. A 7-8 day event depends on which charter company arrangements/charter is contracted with. Other possibilities under consideration would be a cruise in the South Florida Keys or maybe Puerto Rico.

Please review my proposal and send me your ideas/interests. How many Cats of 6-8 people can CCMA muster? - one, two, maybe three if you want to bring along some other friends. Please call me by 1 March 2001 so I can let the CCMA BOD know of



your interests There is time to establish a payment plan of dividing up the cost into several time periods. Also, each Cat/group must form it’s own Payment Program and have an elected Captain. CCMA is a small association to be held liable, therefore each member would have to be individually responsible.

Call me at **410-867-2814** soon. V/R, Dave Way

\*\*\*\*\* **NEWSLETTER ALERT** \*\*\*\*\*

As always, we are seeking suggestions, ideas, and involvement from as many members as possible. Please send **Ida Harrison** your articles, photos of CCMA events, and input for the newsletters.

Mailing address: **5908 Mayflower Court  
Alexandria, VA 22312**

Email address: **iharri9200@aol.com**

Fax/Phone (same #): **(703) 256-9461**

What do you want the CCMA to do this year? Call **Brad Houghton** or any board member with your suggestions, from meeting times and dates to cruising suggestions. Please join us and bring your enthusiasm and support for the CCMA’s 23<sup>rd</sup> year!

## **WANTED: CRUISING COORDINATOR** **CRUISING**

*Editor’s Introduction:* The following log entry was “coaxed” from some good friends and lower Bay raftup supporters of the last 10 years. Ray and Paula Reuter are CCMA members and new Gemini owners residing in the lower Chesapeake area off the NE branch of the Severn River on Mobjack Bay. Ray is a seasoned monohull sailor of many years, having recently converted to a multihuller. He races, teaches sailing for the local U.S. Power Squadron, and participates in numerous sailing adventures. Over the years, Paula has been the ever patient first mate of her husband’s salty exclaim of “this is the last boat,” but has come to renew her enjoyment of sailing through multihull cruising.

## **Log of the Cat's Paw 29 May 2000**

As we turn on our base course (173 True/183 Magnetic) to Wolf Trap Light from just south of the Great Wicomico Light, I knew Paula and I were in for either the greatest sailing treat in our lives or our worst experience. Paula's trepidation over wind and sea conditions was

clearly etched in her face as I stopped the engine and headed home under sail. The forecast was for NE winds 30 knots, showers, and squalls, waves 3 feet. From Windmill Point to New Point Comfort expect winds to be 40 knots with waves in the 4-foot range. Ultimately this trip turned out to be a tremendous growth experience for both of us and an affirmation of the seaworthiness of our Gemini 105M for me.

Clambering about on pitching foredecks on monohulls most of my sailing life has taught me it is far easier to increase sail area than to reduce it under storm conditions. Keeping the boat moving and maneuverable without overspeeding is the key to success in conditions like I anticipated. We started out with the least amount of sail I thought we needed. With one centerboard down, we unfurled about one third of the Genoa once on our base course line and left the main secured and covered. Paula nestled into her seat to windward, her back against the cabin bulkhead. From there she studied the conditions and kept me updated on them while I tended the helm.

Having traveled this route numerous times in the before, I knew we would have to alternately reach and run to maintain safe sea room from the lee shore. Reaching took us further out into the bay into relatively calmer deeper waters, but extended our arrival time. On this course, several beam seas crashed over Cat's Paw drenching us both and on 3 occasions washed Paula from her perch on the weather seat and onto the cockpit floor. What a look on her face!

Running was just as "exciting". Seas steepened as we progressed and I knew we must have been exceeding the forecasted wind speed of 30 knots by the time we were approaching Windmill Point. We talked of putting in at Indian Creek, Windmill Point, or even Deltaville, but I considered approaching any of these ports in this

sea state more perilous than continuing on to the shelter of Mobjack Bay.

In the vicinity of Wolf Trap Light are numerous shoals and I knew we could expect steeper waves at shorter intervals near there, but we could alter course to the west a bit and do more running than reaching. As it turned out, we did some surfing for several seconds down some relative whoppers near it. At the time I could not calculate their size, but sitting on the cockpit seat, the waves momentarily hid the horizon as they loomed up behind us just before taking us for a "Nantucket Sleigh Ride". We decided to calculate the wave height some evening over wine when Cat's Paw is tied securely at our dock.\* I suppose the spirits delivered these relative giants deliberately, lest we get too complacent running for New Point. They were thrilling for me to ride.

On the face of some of these waves, we would accelerate to about 10 knots or more from our steady 8. On two occasions we buried the bows completely, sending water over the forward lower lifelines, surging up the foredeck onto the cabin top, the doghouse, and finally cascading through the Bimini on us. Although this was my first experience in these sailing conditions on a cat, the boat responded very well during all these events in my opinion. Cat's Paw quickly shed the water on the foredeck and rebounded smartly back onto her feet. When surfing, she did not slue about or attempt to broach as with monohulls. The rudders were very effective at controlling the boat at all times and we squarely punched through the wave that had just preceded us as if we were on rails.

During the passage, to Paula's amusement, I sang boisterously sea chanties and mock opera during the toughest portions as I always do to buoy my own spirits. However, I am not above praying in my own way in difficult situations and as we approached our first true check point,

Windmill Point Light, I did, as a veteran sailing on Memorial Day, ask all souls of vets (specifically Army) to aid us in this passage. When we bounced past Gwynn's Island, I implored the ghosts of Old House Woods who visited me once before (30 May 95) to guide us past the rough shallows further on. As the comforting image of Wolf Trap Light loomed in the mist ahead, I asked the spirit of its light to speed us on safely to its brother at New Point. When we finally turned at New Point Light for our leg home, I thanked them all mutely while surveying the mess below made by those numerous wild rides we "enjoyed" over the past 5 hours. (Note: install drawer stops.)

The boat held up very well (crew too). However there were some leaks. All overhead hatches leak. The salon hatches are the worst. All deck locker hatches leak. A leak in the starboard forepeak near the stem dampened everything stowed there. Some water got into the aft berths via the wire/hose chases from water entering through the lower vents in the cockpit and companionway. Otherwise, there was very little water accumulated in the bilges and no boat system failed to operate as designed.

In the end, I was grateful for all the navigation skills imparted from such notable texts as Chapman's and generous instruction from United States Power Squadron members. Most of all, I was grateful for Paula's confidence in me and for her company when I needed encouragement and for seeing the passage through. The highest wind speed I noted was 45 KTS. - Gale Force winds. I'm sure our speed at times exceeded 10 knots while surfing, but I was too busy to note it. We averaged – 6.9 knots over all. We never got sick.

**Ray Reuter – Cat's Paw 31 May 2000**

*\* The result of our calculated wave height is 6.0 feet.*

## QUOTE OF THE MONTH

“Fine copper side-lights they were too, prewar, bought last year and horribly expensive... All winter they had lain in my room beside compass and lead-line, log, sea anchor, sextant and cabin lamp, and, shining there with the promise of the summer’s cruise, had warmed me with an inward glow what time the snow was deep in the garden outside and the thermometer stood resolutely at zero or considerably below.”

Arthur Ransome, *Racundra's First Cruise*, 1928

## 2001 Racing Schedule

Kiyoshi Mizuuchi, Fleet Captain

We now have a tentative racing schedule for the year 2001 as follows:

### 2001 Green Book Schedule for the 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<br>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<br>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           |

We have dropped two of the races from last year's list: West River Sailing Club Twilight Race is dropped due to unreliable winds and lack of strong interest, and the Wye River Race Over on the Labor Day weekend is no longer sponsored. We will have four new races in their place: Corsica River Annual Regatta and Corsica River Race Back at the end of July, Cedar Point Race at the beginning of September and Hospice Cup in mid-September. The Corsica River weekend was added with the hope of encouraging increased participation of folks from the Northern Bay area. Cedar Point Race and Hospice Cup fills the void in the early fall. This is a somewhat ambitious schedule with several consecutive weekends of racing. However, we wanted to have enough choices of races for everyone to participate. I need your help to make another successful season with enough participants for all the races. We will be reassessing the choice of races depending on your feedback after the season.

#### **A Race on Southern Bay**

In addition to the races we participate in as a fleet, a race that has been started a few years ago on the Southern Bay is attracting multihull sailors in the area. The 3rd Annual Southern Chesapeake Volvo Leukemia Cup Regatta will be held this year on June 22-23 near Deltaville, VA. Last year about half a dozen multihulls participated in this fundraising race, and they were given a separate start (presumably as a class within the PHRF fleet). The organizers are hoping to attract increasing number of participants this year. While we do not participate in this race as the Multihull Class



Fleet, it provides an opportunity to enjoy racing while contributing to a good cause, especially for the multihull sailors on the Southern Bay who otherwise have difficulty traveling north to our regular races. We will be discussing how the future relationship of the multihull participation in this event and our fleet sanctioned events should be. Meanwhile, those who are interested in this year's event should contact:

**Mr. Len Scharf at (804) 776-9023**

E-mail - [blscharf@oasionline.com](mailto:blscharf@oasionline.com)

#### **CCMA Rating Formula**

Concerning the possible Rating Formula improvements I have discussed, I am working hard to evaluate the impact of possible modifications. I made a database of the CCMA racing boat measurements and also a rating calculation program to play with. I am testing a set of small changes. The purpose is to come up with a rational way to deal with potential disparity caused by the light sail area measuring method without penalizing anybody with a sudden big change of the rating. At the same time, I want to reduce the need for the arbitrary "rating adjustment" to certain boats we have been using. I am consulting with our in-house Naval Architect Otto Scherer about these changes now and hoping to be able to discuss the details before long.

#### **Boat Weight Measurement**

About the boat measurement issue, I would like to re-emphasize the importance and advantage of proper boat measurement. One example can be seen with Dick Bean's Seawind 24 "Mistral". Until last spring, she had not been measured and her rating was based on an approximate estimate of the parameters. Her rating was 0.968, almost the same as a Condor 40. She was clearly over rated, and we measured her last spring, although her weight was still estimated. Her hull dimensions were not much different from the original estimates, although the measured waterline dimensions were somewhat larger,

indicating that she was heavier than the original estimate suggested. The new rating became 0.921, substantially lower than her previous rating. Last fall, Dick got his boat weighed at a station. Her actual weight was a little heavier than the estimate based on the hull measurements. This is in part because we try to be conservative with the weight estimation method in order to avoid over-estimation of the weight. Therefore, when we re-calculate her rating, it will further come down to a more reasonable number for the boat.

Many boats in our fleet have not been weighed. The boat weight has a significant impact on the rating. I encourage you to consider getting your boat weighed, if at all possible. It is up to the owners to get a boat weighed. If help is needed I will try my best. If your boat is on a trailer, you can use a track weighing station near you. You need to make two trips, once with the boat on, and once with an empty trailer. If your boat is on a single-axle trailer, there is a method to calculate the boat weight from the tongue weight measurements. I will try this with my boat soon and report how it works later. If your boat is not on a trailer, you may be able to hire a crane with a scale next time you haul your boat. When you weigh your boat, please note that the crew weight, water, fuel and provisions are excluded, but the sails, safety gear and racing gear you carry when you race are included. These additions and subtractions can be weighed separately and the correct weight may be calculated if it is more convenient to do so. I will try to gather information on the outfit/location that can be used, hopefully before spring. If you have such information, please drop me a line (**7 Farsta Ct., Rockville, MD 20850; 301-279-5829; kmizu@helix.nih.gov**).

Some boat weight estimates, including my own, are based on the measured weight of another boat belonging to the same class. While these estimates are likely to be more accurate than those based on the under-the-waterline

dimensions, the actual weight of two cruising boats of the same class can be significantly different. In order to encourage the actual weighing, I will be proposing a few weight estimation rules. When the weight estimate is based on the measured weight of another boat of the same class (a reference boat): addition of the weight of extra-equipment on top of the reference boat weight shall not be allowed; if there are more than one potential reference boats, the lightest among them shall be used; and the estimated weight of the non-weighed boat shall be 99% of the weight of the reference boat. The 1% penalty shall also apply to the estimated sail area unless a one-design class exists and the sail is class legal, in which case the estimated sail area shall be the maximum sail area of the one-design class.

## Race Report 2000 #12

### A View From The Slug's Eye Kiyoshi Mizuuchi (Salty Slug)

#### **40<sup>th</sup> Hammond Memorial Race** 9/24/00 (Tred Avon Yacht Club)

I am not an early riser and it usually takes a long time in the morning for me to become functional. Somehow, unlike at home, I tend to wake up early when I am on my boat, giving me enough time to get going before the start of the return races. On this trip though, a late night shower chased Fred, who was sleeping on the trampoline, into the tight cabin of Salty Slug causing some commotion and interrupted sleep. The next time I woke up, I had just enough time to get ready for the final race of our season, but with the help of several cups of coffee. When we got to the starting area outside of Tred Avon Yacht Club before 9, the earlier classes were already starting. We saw the same five boats in our class as yesterday before our starting time at 9:25; Jere Glover on Gemini (Gemini 105M), Denny White on Bravo! (DF920), Dave Way on Tri-My-Way (Condor 30), Frank Wilkens on

Alpha (Gemini 105M), and us on Salty Slug (F-24).

The winds had shifted overnight to southwest and we had a starboard close-hauled first leg toward R"14" off Castle Heaven to the south. Bravo! hit the start line with good speed and gradually pulled away from us. Tri-My-Way was right at our hip threatening to overtake us at any moment. Fortunately for us, our screacher was helping us just enough in the moderate winds to stay in front. Gemini was not far behind. I thought we would tack to port at the mark toward the second mark to the right. But before we got to the mark, the winds had veered to west and the second mark, G"13" off Todds Point was almost directly upwind. We stayed on the starboard tack after the mark, while Bravo! tacked to port soon after the mark and was sailing a northwesterly course. Tri-My-Way followed us for awhile past Bravo!'s wake, but she also tacked before long. We also tacked a few boat lengths further down. Sailing slightly lower angle, Tri-My-Way was now clearly sailing faster than us. In fact, she appeared to be slowly catching up on Bravo!. After she tacked back to starboard and crossed us, we followed her. She had built a more than ten boat lengths of lead over us. Bravo! had fallen behind a little by this time.

We were still a bit low to clear the second mark, so we tacked to port before reaching the port layline, figuring a starboard approach to the mark. When we converged with Tri-My-Way again near the mark she crossed ahead of us again, but by not much this time. We followed her toward the third club mark toward the mouth of the Broad Creek to the north. In the middle of this port tack reaching leg, the winds backed enough and we set our spinnaker, after a little trouble with tangled sheets. Bravo! with her spinnaker up, was trying to catch up. I do not remember if we overtook Tri-My-Way on this leg, but if not, we were close to her at the third mark. At the mark, for no apparent reason, we decided to be conservative and started spinnaker take down a bit earlier than

usual. The standard routine is to aim high first and bear away toward the buoy for the dousing. For the last several years, I had become lazy and we used a spinnaker sock. This time, the sock jammed at the top. This had never happened to us before. We were lucky to have started the take down early; it took a bit longer than planned before I could figure out what was happening and douse the spinnaker the old fashioned way, barely in time for the mark rounding. Now, a beating leg again to G"7" at the mouth of the Choptank River.

After the mark, we stayed on the port tack, sailing toward the tip of Tilghman Island on southwesterly winds. Tri-My-Way was also staying on the northern side of the Choptank River. Bravo! appeared to have decided to explore more to the south for better winds. We loosely followed Tri-My-Way, and waited until we felt being headed a little before tacking to starboard. Tri-my-Way tacked a little earlier. When we got closer to R"12" to the south, we felt the winds might be oscillating back again and tacked back to port. The perceived wind shift probably was not real, but after a few minutes, we met Tri-My-Way again. She had put in another tack earlier and was now coming down from north on starboard tack. We had caught up on her again, but felt it too risky to cross ahead of her. Ducking behind, we kept on sailing west. As we started to wonder when we should tack again to get to the port layline for the next mark G"7" south of Blackwainut Point, the wind shift we were looking for finally arrived big time. The gradual shift kept on lifting us, eventually taking us to G"9" just north of G"7".

We thought Tri-My-Way might have overstood the mark badly by heading further south than we did. But when we reached G"7" after a short tack, she still managed to cross us. At a distance, we could recognize Bravo! who seemed to have fallen behind by going too far south before the shift, now reaching toward us in a hurry. The big wind oscillation had a large impact in this race. I wondered, "Could we stay ahead of Bravo! in the final downwind leg?"

and "How far back was Gemini with whom we lost contact earlier?" After the mark, we were sailing a northwesterly course with our spinnaker up on the port jibe. We managed to take over and gradually pull away from Tri-My-Way who was sailing at a deeper angle with her symmetric spinnaker. We kept on looking back for a sign of the other boats in our class. We saw the blue and white spinnaker of Bravo! at a distance and figured it would be a while before she could catch up. Gemini remained unseen from where we were.

With an asymmetric spinnaker, we were among the west most boats among the racers around us. After passing near N"80A", the winds backed further toward south and our heading gradually changed toward west. We jibed to starboard sailing almost due north toward Poplar Island in the wind now coming almost from southeast. We could see Bravo! slowly closing the gap with Tri-My-Way, but we were also pulling slowly away from Tri-My-Way. Our position appeared safe if we did not lose the winds. We hoped for the winds to back further to carry us straight to the finish at R"84" west of Poplar Island, but this was too much to ask for. The winds remained steady for a while and when we reached about two miles from the finish, we jibed heading west. After making what we thought might be the final jibe at one and half miles due south of the finish, the wind started to veer again forcing us to put in an additional pair of jibes before the finish and the second bullet of the weekend for us. It was a nice way to finish the season, only if we had succeeded to open a large enough gap from Gemini. It turned out that we managed to do so this time. The oscillating winds did not die throughout the day, peaking at over ten knots. It turned out to be strong enough for us to stay well ahead of Gemini, but not too strong for us to fall behind Bravo! and Tri-My-Way. We were lucky not to get burned too badly by the oscillation. This was the first time we managed to beat Gemini other than the one race in which a bunch of boats got confused about a mark. After finishing, we sailed halfway back to Eastport, but with the winds getting lighter and the early setting sun getting low, we turned on the outboard near the Thomas Point Light. We

saw Bravo! hurrying toward Whitehall Bay and quietly thanked her for keeping us company throughout the season.

I hope everybody else enjoyed the season as much as we did. Now it is the time to face the work that has piled up undone in front of me while I have been having fun. This concludes my racing reports of the season. Hope to see you all on the course next year again.

| Results      |          | ET      | RATING | CT      |
|--------------|----------|---------|--------|---------|
| 1 Salty Slug | Mizuuchi | 5:49:13 | 0.934  | 5:26:10 |
| 2 Gemini     | Glover   | 7:15:57 | 0.815  | 5:55:18 |
| 3 Tri-My-Way | Way      | 6:06:12 | 0.98   | 5:58:53 |
| 4 Bravo!     | White    | 6:05:30 | 1.006  | 6:07:42 |
| 5 Alph       | Wilkens  | DNF     | 0.785  | DNF     |

## MEMBERSHIP MATTERS

Your address label will tell you if your 2001 dues have been received. If the second line of your label reads "Dues paid through 2000" your 2001 dues were not received at the time of printing. Your prompt payment would be most appreciated. **Please also note that the CCMA dues for 2001 have increased to \$25, and \$20 for distant members.** CCMA has succeeded in holding the dues to the same amount for more than 20 years, but increasing costs of everything from paper for the newsletter to the stamps needed for mailing, has finally forced your Board to recommend a rate increase, which was approved by the December General Meeting. **In addition, the Racing fee has been increased to \$20 to cover the increasing cost of trophies.**

Membership in CCMA is still a great bargain and in 2001 we will be introducing a CCMA Web Page in addition to the Newsletter. In this connection some of you will notice a slight change in the format of your names on your mailing label. This will enable consistency across our member name format, because your last name will be a key to access the private portion of the Web Page. You will also be issued with a 4 digit password number. An additional

service will be automatic access to CCMA email, which will be free to members.

**Please use the form and address on the last page when sending in your renewal or new member check, so that we can be sure that our records are current.**

(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

## **CCMA Treasurer's Report as of January 31, 2001**

**Previous Balance\* (12/31/00)**

**\$2,555.74**

**Income:**

Dues received \$ 555.00  
Subtotal: **\$ 555.00**

**Expense:**

Christmas party \$ 75.22  
Newsletter (Jan) \$ 121.73  
Secretary's expenses (2 years) \$ 62.46  
Rental of Kiwanis Hall (2 months) \$ 100.00  
CBYRA Annual Dues \$ 150.00  
Subtotal: **\$ 509.41**

**BALANCE FORWARD\***

**\$2,601.33**

**\*Includes balance of \$910.53 Lin Kilmon bequest**

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



