

# CHESAPEAKE CRUISING MULTIHULL ASSOCIATION



MAY 2001

## CALENDAR EVENTS

### Land-Sea Rendezvous

**June 16, 2001** - @ Pat and Bob Englert's  
**June 23, 2001** - @ Doris and Jere Glover'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
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

Every year, the CCMA gives out a variety of trophies for racing, cruising, and other awards, but my personal favorite is the Lin Kilmon award, the CCMA's most prestigious award for service. The CCMA is a small, but vibrant organization that depends on volunteers for its planning, programs, and the all important racing schedule, along with yearly cruises and land-sea rendezvous. The Kilmon award is given to members who have given much of their time and effort over the years for the improvement of the organization. It is the energy and creativity of our members that have resulted in the longevity of our organization, in a period when other multihull groups have disappeared from the scene.

This month, Jere and Doris Glover were presented with the Lin Kilmon award at the Spring Awards Dinner. Charter members Jere and Doris have held almost all the CCMA offices, many times. A lawyer by trade, Jere has handled legal issues and questions for the club since its beginnings. Jere has been Commodore twice: once in 1980 and again in 1999. Doris has been Secretary and Treasurer. They have hosted many, many CCMA land-sea rendezvous at their beautiful home and will be hosting another one this year on June 23. They still talk about the time it rained and about 100 people

left their boats and cars to wind up in the house while it poured outside. Then there was the rendezvous where the electricity went off during a thunderstorm while they were trying to package the leftovers and it didn't come back on until the next day.

It must have been the mid-to-late 70's when I first met Jere at Podickory Yacht basin, where he was working on his Prout catamaran. An avid racer, Jere has raced every season since the club began (with brother Lloyd and others). He had to add an addition to his house, the "CCMA Rumpus Room" to hold all of the trophies.

Many thanks from all of us to Jere and Doris Glover for their long-term service to the CCMA!

## CCMA CHARTER MEMBERS

(LEFT TO RIGHT) DORIS GLOVER, JERE GLOVER, MARGE WARE, BOB WARE, BARBARA BEITSCHER, BRAD HOUGHTON, ED BOYLE

## Quote of the Month

*"Then in despair, I prayed to the boat itself ...Oh Boat...bear me safe round this point, and I will scatter wine over your decks....that night we scattered her decks with wine as I had promised and lay easy in deep water..."*

Hilaire Belloc, *On Sailing the Sea*, 1951

## CCMA RACING AWARDS FOR 2000

**LIN KILMON**

Jere Glover, "*Gemini*"

**HIGH POINT**

First Place – Kiyoshi Mizuuchi, "*Salty Slug*"

Second Place – Jere Glover, "*Gemini*"

Third Place – Denny White, "*Bravo!*"

## PAST COMMODORES' ELAPSED TIME TROPHY

First Place – Denny White, "*Bravo!*"

Second Place – Dave Way, "*Tri-My-Way*"

Third Place – Buck Beaver, "*Leading Lady*"

## PAST COMMODORES' LONG DISTANCE TROPHY

First Place – Jere Glover, "*Gemini*"

Second Place – Michael Ivy, "*The Karis*"

## NORTHERN BAY CHAMPION OF THE YEAR

Jeff Scherpf, "*3D Speedy*"

(LEFT TO RIGHT) DAVE WAY, KIYOSHI MIZUUCHI, DENNY WHITE, JERE GLOVER, JEFF SCHERPF





## 2001 Racing

### Letter to the Racers

I hope by the time you read this Newsletter all of you who are planning to come to the races this year have registered as Racing Members for 2001. If you have not, please contact Richard Tolson with your dues, soon. You can become a Racing Member at any time, but if you delay, you may miss some nice earlier races. This year I will be sending a list of 2001 ratings to each race committee about a week ahead of each race. Your boat's rating may not be on the list if you are not a Racing Member.

About the boat ratings, I have measured several boats that have joined our fleet and calculated their ratings in the past few weeks. I have only a few more boats on my list whose rating have to be revised. If you think you need your rating revised, or your boat needs to be measured and rated, please contact me ASAP. I will be sending you a copy of your rating sheet and a list of ratings for our fleet. Please use the rating for your boat that's on the sheet when you enter a race.

Our first race of the season is approaching. The Annapolis to Miles River Race is on Saturday, 26 May and The Miles River Race Back is on Sunday, 27 May. This has always been a nice weekend to start the season with a good party at the MRYC on the Saturday evening. We can raft up our boats at MRYC, or if you prefer, stay at St. Michaels for a dinner at your restaurant of choice. The entry forms for both of the races are due by **Wednesday**, 23 May. So remember to send in the entry in time.

Hope to see you all on the water soon. If you



**TOM HUBIN**

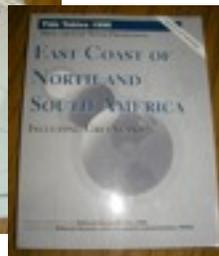
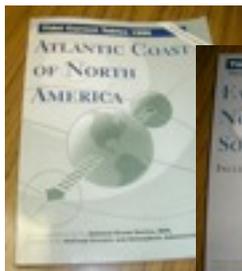


have any question, get back to me.

*Kiyoshi Mizuuchi*

## CURRENTS MADE EASY

Tom Hubin has been navigator on several racing sailboats, but his talk and demonstration at the CCMA Membership Meeting in March on factoring tides and currents into racing strategies, should contribute to CCMA having some winning racers this season. Even though the racing angle was of particular interest, since a lot of the racers attended the meeting, there were some good pointers for anyone cruising in the Chesapeake.



The picture next to Tom's above, is a sampling of his computer software program, Navigation Made Easy. The program can chart tides and provide projected and log information. Tom also demonstrated how to use several "manual" references, and while the copies were a bit dated, the instructions on how to use the tables and charts are still valid.

TIDAL CURRENT TABLES  
ATLANTIC COAST

UPPER CHESEPEAKE BAY TIDAL  
CURRENT CHARTS

TIDAL CURRENT TABLES  
EAST COAST

## SUMMER CRUISING

**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 Zanon 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.Fl.RED #6 (southwest of Jarvis Point). On a heading approximately 290° from Qk.Fl.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.

## THE BEST AND THE WORST DAY.....



(NEW OWNERS)  
"CJ" WITKOWSKI and DAN WRIGHT

## THE BEST DAY..... BUYING A BOAT

NAT HARRISON, "*Amaryllis*"

## THE WORST DAY....SELLING A BOAT

[or is it the other way around?????]

### Saturday – June 23, 2001

**Land-Sea Rendezvous** (previously announced at Dave and Ruth Way's place) has been changed to Doris and Jere Glover's place. Time and details to follow.

### Saturday – August 11, 2001

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

## MULTI-PHOTO-MAT 2001 CRUISE

Labor Day Week (August 30 – September 3)

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? [MORE INFO TO FOLLOW]

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

### New club for multihull skippers

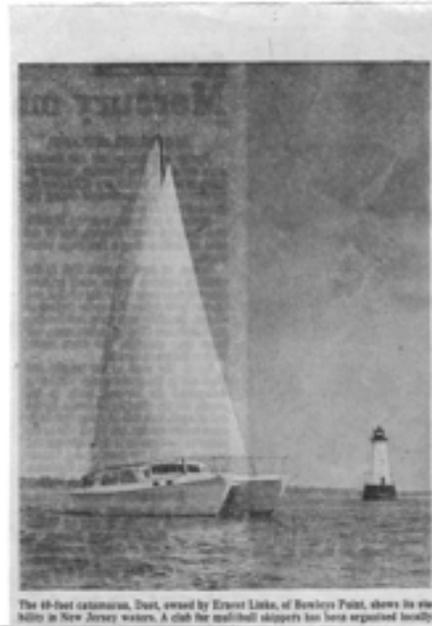
By JAMES HOLECHEK

All the purists who scorn multihulls are in for a surprise. There are probably more new developments in

trimarans and catamarans than in any other kind of vessel today.

One thing is sure. The multihull fleet on the Chesapeake is growing so rapidly that a Chesapeake Cruising Multihull Association has been organized. Its first meeting attracted 40 persons; its second, with designer Jim Brown present, was a sellout. Brown lives in North, Va.

The idea to organize the owners of multihull yachts came early this year to Ernie Linke, of Bowleys Point, and Bob Ware, of Bethesda. "I thought we should get together to exchange information, plan rendezvous and social events," says Linke. "My first thoughts were to associate with the Long Island Multihull Association, but when so many turned out for our organizational meeting, it was decided to make it a Bay group.



### Suffered wave damage

Linke formerly owned Duet, a Cregar 40 cat [pictured above], now in the Florida Keys. The boat was entered in last year's Multihull race to Bermuda, but was withdrawn after wave damage. The Linke's earlier had cruised Duet coastwise from Cape Cod to Baltimore. They now own a 24-foot L'Hirondelle cat.

Many multihullers are engineers and pilots. This leads Linke to believe that they are attracted because the concept is innovative and just now being developed. "Since Herreshoff's first American catamaran, the evolution had been slow until improved plywoods and fiberglass made larger boats practical," he says. A multihull yacht takes much more stress than a monohull since it provides less give to the wind.

Most owners of big multihulls would agree with Linke that persons who tend to get seasick on a traditional yacht fall in love with the stable platform of the multihull.



Ed Boyle, who helped form the new organization, says that his wife Carol really likes their 30-foot Iroquois catamaran after having suffered on rolling, pitching monohulls. "A cruising catamaran is quick to recover in waves," notes Boyle and because of this, leaves the rolling seasick motion to other types of vessels.

Boyle is probably best known in the Baltimore area for pioneering small cats. He and his friends got together a decade ago to build eight 14-foot fiberglass Happy Cats, as they were named.

Many persons believe that speed is the main attraction for the multihuller. This probably is due to the image of youngsters bounding through the surf on one of the popular Hobie Cats. Boyle has had their boat of 41/2 years up to 14 knots with a spinnaker set in a blow. "She's not all that fast except on a beam reach or a run in a blow," he says.

"Actually, its speed is a safety factor," says Jim Brown who has studied the problems associated with ocean passages aboard multihulls. "When you're outside, you shouldn't have to drive the boat to its full potential. That can get you into trouble."

Brown's talk in Annapolis outlined some of the techniques associated with ocean cruising.

Besides the hull design, Brown says that the loading of gear is critical. Because a multihull weighs only half as much as a traditional boat, every pound of payload amounts for a greater percentage of the total weight. Hence where fuel, water, equipment, tools and so on are stored is important to the stability of the multihull. Brown says he designs his yachts to get the loads as deep and as centrally located as possible.

Seamanship is important to safety, he stresses, and this is where speed must be kept in check. "It's my opinion," adds Brown, "that offshore ocean racing is a hazardous endeavor. (Four out of the first 10 finishers of last year's single-handed trans-Atlantic race were trimarans.)

t h e  
t h e  
m a k e s  
a f e



o t h e r h a n d,  
c r u i s i n g a t h a l f  
o f t h e b o a t ' s  
p o t e n t i a l i t  
i s a n e x t r e m e l y  
v e s s e l," h e s a y s.

### Stow in central place

There are many procedures to improve habitability of a capsized vessel. First, survival kits, flares and emergency rations should be stowed in a central place easily found through a hole cut in the exterior of a capsized hull. Net hammocks can be included to keep the crew out of the water.

An ax or drill and saw should be kept outside on the stern of the boat for easy accessibility. The hole should be cut high on the hull turned turtle. This keeps the crew as dry as possible and puts the observer in a better position to spot possible rescue vessels.

Check your plans or manufacturer to establish an inverted waterline, suggests Brown. If your boat hulls are not large enough to be habitable, you'll need a life raft. Brown suggests lashing it to wing or bow nets. Some boats have hatches in the storage wing bridge between the hulls, which seem to remain near the surface even when the boat is inverted.

The lessons brought back from the capsizing in July, 1975, of the multihull *Meridian* were passed on by Brown to the skipper of the *Gulf Streamer* which went over in a rogue wave a year later. Both yacht crews survived because of the inherent buoyancy of the hulls.

It is obvious that multihulls are here to stay. A national magazine, *Multihulls*, soon will go from a quarterly to a bimonthly. New designs are being undertaken by a growing number of builders.

For more information, write to CCMA membership chairman, Lynn [Lin] Kilmon, 4800 Echo Valley Road, Glen Arm, Md. 21057.

**CCMA Editor's Note: Brad Houghton provided the above article. It was published in a local newspaper (circa 1975), but I was unable to track down the source (most online newspaper archives only go back to 1990). I will continue to try and locate the source and exact date, but if anyone knows what newspaper it's from..... I'd sure appreciate hearing from you.**

### WEB SITE ALERT

Check this out: <http://communities.msn.com/troika>.

Here's a link to a web site showing all the changes going on with Bill and Nina Atherholt's "*Troika*". According to Bill, she's been hauled, had the old motor removed and a new motor mount installed with the old hole from the outdrive glassed and faired; a new Honda 4-stroke outboard was then installed. A new 6' bowsprit was also added for flying the genaker. Bill says she'll be back in the water by next week. All the pictures of the crane hauling "*Troika*" out and the work as it was done are in the **Photo Album** section of the web site.

\*\*\*\* **WANTED** \*\*\*\*

*Richard Tolson*

Your suggestions, ideas, and involvement. Please send CCMA articles, photos, events, corrections, etc. for the Newsletters to:

**Ida Harrison.**  
**5908 Mayflower Court**  
**Alexandria, VA 22312**

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

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

Please also call Brad Houghton or any board member with any suggestions, comments, or ideas, for guest speakers or places and dates for cruising.

## **MEMBERSHIP MATTERS**

### **It's Highlighter Time!!**

There are still a handful of members whose dues have not been received. Your address label will tell you if your 2001 dues have been received or not. If the top line on your address label is highlighted, your 2001 dues were NOT received at the time of printing. Your prompt payment would be most appreciated.

**Please mail your check to the address on the back page along with the form for either your renewal or new membership to keep our records current. Please also note that the CCMA dues for 2001 have increased to \$25, and \$20 for distant members. In addition, the racing fee has been increased to \$20 to cover the increasing cost of trophies.**

Our plans for a web page have been delayed due to our vendor having financial problems. Fortunately, your Board of Directors was wise enough not to send them any money. Other options are being explored.



Please join me in welcoming a new member, **Philip Rappa** of Alexandria, VA. Philip owns a Stiletto 27 called "**Previous Engagement**", which he intends to race. He keeps his boat in Herring Bay.

## **CCMA Treasurer's Report As of April 30, 2001**

Previous Balance\* (3/31/01) \$3,288.76

### **Income:**

Dues received \$ 255.00

Receipts from Spring Dinner \$1,056.00

**Subtotal: \$1,311.00**

### **Expense:**

Trophies \$ 330.06

Final payment for April  
dinner (Paul's) \$ 722.40

**Subtotal: \$1,052.46**

**BALANCE FORWARD\* \$3,547.30**

**\*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

