



CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.chesapeakemultihulls.org/>

August 2010

From the Helm - Larry Forgy

A new event is destined to become a traditional part of the CMA calendar. For those of you who missed the mid-summer cruising rendezvous at Rock Hall, you missed a great party. A total of 13 multihulls turned out for the event. Yes, it was hot. But the marina had a lovely tree shaded area next to the pool set aside just for us. The food, the camaraderie, even the croquet was great, and everyone had a good time, especially those who stayed up late to help the past commodore empty the keg he brought over on his boat. It was a good mix of racers and cruisers, and a great boost to the club's cruising program. We are already thinking about where next year's should be.

Our cruising coordinator, Terry Boram, and her husband Clint, were the key to the success of the rendezvous. Terry and Clint worked really hard to get everything to seem easy for the participants. They made arrangements with the marina, got the food and other necessities, bought some prizes and giveaways, and even planned a program to keep everyone entertained. We all owe them a very big thanks.

Terry wears two hats in CMA. She is the Rear Commodore in addition to being the Cruising Coordinator. The key word here is "Coordinator." The social activities of a club do not just happen spontaneously, and there is a great need for volunteers for Terry to coordinate. We can be a great racing, cruising and social organization, but we need your help to make it so. Let any officer know that you would like to help and we will get you started. Whatever your skills and available time, we would love to have you more involved in the club, and you will get the satisfaction of seeing your club flourish.

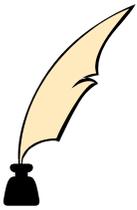
The next opportunity for mixing racing and cruising is the Cedar Point race on Aug 21. Details are still being finalized, but the Gibson Island Yacht Squadron, who hosts the race, has invited us to raft up in their harbor Saturday night, use their facilities, and enjoy their party. Join us after the race in a beautiful and protected harbor. There will be other cruising activities in the fall, with particular emphasis on a fun, family oriented race from Baltimore Light to Queenstown on the Eastern shore. More details later. Step forward now to help with the planning.

The news last week was full of reports on the storm that swept through the region, which unfortunately affected one of our members. Michael Katz was returning to the West River from our rendezvous in Rock Hall when the squall hit him off the South River. In Michael's own words: "I was at the mouth of the South River when the squall line hit. Winds went up very fast, the outhaul broke, and then the mast snapped at the steaming light and crushed the forward end of the main cabin. No injuries at all, so I have little to complain about. There are many more details, of course, but Hot Mustard is now dockside at Bert Jabins. The mast will likely be pulled today, HM will likely be hauled out tomorrow, but right now I am very loathe to take on all of the necessary and extensive repairs. Once I remove most of the loose gear I will likely donate HM -- assuming I can find an interested party. All reasonable words of wisdom are quite welcome."

A special thanks to Jere Glover, who used his power cat to tow Hot Mustard from Jabins to its mooring in Galesville. Michael is considering his options, which may include stripping the boat of its hardware and destruction. The boat was uninsured. He thinks the hulls, which sustained no damage, might make a reasonable power cat if someone is so inclined. If you have any suggestions or ideas on how to help, this would be a great time to come forward.

The racing season is about mid way, and it is not too late to come out and see how your boat stacks up against the rest of the fleet. Some of our most popular races are still to come in September and October. We have also been offered a place in Annapolis Race Week, which is actually the three days of Labor Day weekend. It is not part of our high point series, but it is one of the best attended regattas on the Chesapeake, with hundreds of boat and good parties. We are trying to get enough boats to participate to qualify for a start. If you are interested, please let us know. And if you are racing for the high point and other series trophies, our Fleet Captain Doug Dykman has been keeping a running score of how everyone stands on the web site.

See you on the water.
Larry Forgy



Quote of the Month

"Sailors, with their built in sense of order, service and discipline, should really be running the world." Nicholas Monsarrat

Upcoming CMA Events

August

21 Cedar Point Race

September

11 Race to Oxford

12 Race to Baltimore

11 Hammond Memorial Race

18 PSA to Queenstown (Fun race. See article)

Website

<http://www.chesapeakemultihulls.org/>

Do you have a web design background? Is so we could use your help. We are ready to switch from FrontPage to a software yet determined. We are looking for guidance and a shoulder to cry on when times get rough (arararar). If you are website savvy and would like to help your club make its communications more effective contact Terry the club's e-mail address. Any help is welcomed.

As always your suggestions and comments are welcomed. chesapeakemultihulls@gmail.com

Membership Matters - Jim Nealey

New and renewing members, please complete a [membership renewal form](#) with your preferred or revised contact information, make your check payable to the Chesapeake Multihull Association and mail to me. This is most important for those of you who plan to race with the fleet this season.

Wishing that you all sail fast and safe this season. Thanks.

Upcoming Fall/Winter Meetings

Your input is needed, desperately. Summer is flying by. Before you know it the Annapolis Sailboat Show will be upon us and the beginning of our annual CMA meetings. Please tell us what kinds of programs we can line up this winter. What will meet your needs and bring you out to our monthly meetings from October to May? There are a lot of members we rarely see. We want to provide for you with the types of programs you are interested in. Please let us know what would interest you.

What we have lined up so far:

- The 41st year, the United States Sailboat Show, October 7 - 11, 2010, attracts more than 50,000 boating enthusiasts from around the world to the waterfront of historic Annapolis, Maryland. Recognized worldwide as the premier sailing showcase, this is the place to buy, sell or dream.

On Sunday Oct. 10 please join us at our annual Boat Show dinner. It's a fun gathering for the Multihull enthusiasts sharing their season adventures as well as what they saw and learned at the Sailboat show. It is not unusual for us to have a vendor or builder from the show join us and share their knowledge. It's a great opportunity to meet and make contacts. Location yet to be determined. If you have suggestions for a venue please contact us.

- In November our meeting will be on Sunday, **November 14th** at the Annapolis Public Library. The Board of Director's meeting will begin at 1:00 p.m. and as usual all are welcome. At 2:00 p.m. we have a special guest speaker. **Legendary Multihull Designer Jim Brown will present a brief overview of multihull history, from the Stone Age through the recent Americas Cup.** He will also talk about differences between cats, tris and proas, and show off our new amphibious campsite trimaran, the Seaclipper 20. Make plans now to here from one of the forefathers of trimarans.

JIM BROWN'S BIO (<http://www.outrig.org/outrig.org/OutRig.html>)

James W. Brown, marine architect, multihull pioneer, builder, sailor, teacher, author.

In the 1950s—

Helped build the first large molded fiberglass boats in the U.S. Built the first modern cruising trimaran and sailed it on a 2,000-mile ocean voyage with bride Jo Anna.

In the 1960s—

Designed the SEARUNNER Series of ocean cruising trimaran sailboats for amateur building. These designs attracted some 1,600 builders worldwide; several have completed world cruises.

In the 1970s—

Sailed the coasts of Central and South America with family. Wrote The Case for the Cruising Trimaran published by International Marine, which sold 11,000 copies. Developed and patented the "Constant Camber" method of producing compound-curved plywood modular boat components.

In the 1980s—

Transferred Constant Camber technology to peasant fishermen in several remote locations in Africa, The Philippines, and the Central Pacific Islands where it is now used to produce sophisticated working watercraft for fishing and transportation. Wrote often for the yachting press. Personal trimaran SCRIMSHAW selected by the editors of *Sail* as among "The 100 Greatest Sailing Yachts in North America." Taught wood-epoxy technology at the WoodenBoat School.

In the 1990s—

Inducted into the Cruising World Hall of Fame. Guest lecturer at Mystic Seaport on yachting history and at University of North Carolina for architectural seminars. Designed small multihulls for mass production in rotomolded polyethylene, thousands sold for rental and expedition service. Voyaged to Cuba. Designed several large catamaran excursion craft built with Constant Camber and certified by U.S. Coast Guard for carrying passengers on offshore routes.

In the 2000s—

Recipient, award for outstanding achievement, New England Multihull Association. Co-founder, the OUTRIG! Project, "to collect, preserve and disseminate the history and lore of modern seafaring." Seventy four years old (2008), two grown sons (both boat designers and builders). Writes, sails, kayaks, and resides with Jo Anna, wife of 51 years, in rural Tidewater Virginia.

Cruising - Terry and Clint Boram – Cruising Chairs

Haven Harbour Cruise - Recap

One word; HOT! When we booked this facility in February during the back to back blizzard we didn't even imagine how hot the day could be. The sail to Rock Hall on Saturday was brutal with temps near 100 and no breeze. But once guests came ashore they were treated to shade and a pool that was being cooled down by blocks of ice.

Haven Harbour has a beautiful facility next to the pool that includes a bar with ceiling fans, picnic tables, grills, a hammock, shuffleboard court and crochet. Everyone pitched in to make this event memorable. Bruce Rhine of *Jolly Mon* and his friend Dennis manned the grills serving up Caribbean Chicken and Jerk Pork Chops. Jim and Maggie Parrot of *Rascal* were there to help setup and cleanup as well as keep Terry hydrated and sane throughout the day. Once the party got moving, Clint got the blender out and began making Rum Punch. People quickly learned that you needed to make sure you told Clint how much rum you wanted because he tends to be a bit heavy handed. John and Chris Nicholson of *Fair Curve* schooled everyone



in crochet. Charlie (Pooch) and Nona Pucciariello of *Frequent Flyer* brought Dupree, a Portuguese Waterdog, who loved picking up his owner's croquet balls and dropping them closer to the wicket.



And then there was Terry.....she was the hostess with the mostess. By the end of the evening she had everyone trying to guess the words made with nautical flags and playing Name that Sailing Tune. Dennis was voted the winner of the Best Theme Side Dish with his Grilled Pineapple. They were to die for. Carol Forgy won the Nautical Flag game (we really need to work on this skill) and Nona won Name that Sailing Tune by knowing most of the titles and artist. A special award was given to John for teaching everyone how to play croquet. The special door prize of Terry's favorite sipping rum (Pyrat) went to Dennis. He became everyone's friend that evening. After the cleanup several folks helped Jim Nealey "cleanup" his side dish.

Enough fun was had by all that plans are already being made for next year's event.

PSA to Queenstown Fun Race

Yes, we said race but a FUN race. We wanted to try something different so we asked Potapskut Sailing Association (PSA) to grant the multihull fleet a start time for the PSA to Queenstown on September 18th and the Race Back on September 19th. The race begins at the Baltimore Light off the Magothy and ends ...well in Queenstown. So what about the cruising part of this event?

We are making this a family oriented, fun race. No ringers need apply (only kidding, all are welcomed). The race is a sanctioned CBYRA event but not a High Point for our club. What does this mean to you? You need a rating in order to compete. PSA will be keeping track of the official finish order and will award trophies. The CMA will have an in-house competition of our own. We will have two awards: Best Female Skipper and Most Family Crew Members Award. These will be awarded at our Awards Dinner in February.

There is some planning that you need to do in order to "compete" in this event.

1. You must have a rating. Our rating guru Kiyoshi (kmizu@helix.nih.gov) has graciously agreed to give courtesy ratings to our cruisers who want to participate in this event. You need to work on this ahead of time. E-mail Kiyoshi telling him that you will be doing this special event. Provide the make and model of your boat. If Kiyoshi needs any further information from you he will e-mail you directly.
2. Once you have your rating you are ready to register for the event. The Notice of Race (NOR) is not available yet. Once it is we will send out a blanket e-mail. The cost to do this event is \$25 (at least that is what it was last year).
3. We will have a raft-up once we hit Queenstown. Stay tuned for more details on what to bring. PSA will be hosting a raft-up party once all the racers finish. The party barge will have snacks, beer and soft drinks and music to dance to.

E-mail us if you are intending to do this fun event so we can make sure we keep you posted. Terry will be at the helm of *Tri Dreaming* with her good friends as her crew. Should be fun.

(Doug also wrote about the this event. I brought his in after I wrote mine. Didn't have the heart to delete either.)

Racing Doug Dykman – Fleet Captain

By report [see Gary Spesard's article] Solomon's was a great race. Good wind, first boats finishing by 0200.

Governor's Cup is August 6th!!

The longest and one of the most popular races on the bay, starting off Annapolis and finishing at St. Mary College of Maryland. Registration is rapidly closing. Go to <http://www.smcm.edu/govcup/> for further information. At this writing we have 7 boats registered.

Cedar Point Race is two weeks later, on August 21st. This classic race has become dominated by the Multihull fleet over the last few years. Online information and registration is available here: <http://cbyra.org/regatta/EventView.aspx?e=44238> . There will be a party afterwards. Details are still being worked out, but it will occur on the Magothy River, close to the finish line.

Annapolis Race Week

There is an ongoing effort to get a fleet going for Annapolis Race Week. Information can be found here <http://cbyra.org/regatta/EventView.aspx?e=44235> . The NOR does NOT list a Multihull start, but Tim Layne (hyperhips@yahoo.com) is spearheading this. Five boats are needed to make a fleet.

NASS Race to Oxford and the Hammond Memorial Race - September 11th and 12th

Information can be found at <http://www.sailregattas.com/NASS/DesktopDefault.aspx> and https://www.regattanetwork.com/clubmgmt/applet_club_events.php?CLUB_ID=201 . Both of these are great races. There is a well attended party at the yacht club. We typically raft up at the club, although some of us opt to take a more protected berth at one of the clubs in the basin.

PSA to Queenstown

The major new additions to our schedule this year are the PSA Races to Queenstown and Back, September 18th and 19th. These will be non-High Point races and there is a strong push to get those members who predominantly cruise to come out for this. This race is all about the party afterwards. Saturday's start is 1000 at Baltimore Light. Finish is of the mouth of Queenstown Harbor [RN2]. Generally the winds are abeam, the weather warm. We raft up in the harbor and then several "work boats" come out with beer, wine, margaritas and snacks. Dinner is not provided, most of us grill out off the stern. The race back the next day is just the reverse, usually we are back at Baltimore Light by mid-afternoon. Courtesy ratings will be provided by Kiyoshi Mizuuchi (kmizu@helix.nih.gov) for the asking. Minimum information will be need by him, include boat type and sail inventory. The NOR's for these races are currently not available on line, and the original NOR does not list Multihulls. I will let you know when they are available, or keep an eye on <http://www.psasailing.com/> and <http://www.cbyra.org/regatta/EventListing.aspx> .

Race Results

Northern Bay Race Week - Race 1

- | | | |
|---|--------------------|-----------------------|
| 1 | Triangle | Gary Spesard |
| 2 | Gemini | Jere and Lloyd Glover |
| 3 | Temple of the Wind | Doug Dykman |

Northern Bay Race Week - Race 2

- | | | |
|---|-----------------------|--------------|
| 1 | Lola 3 The Wild Child | Russ Wesdyk |
| 2 | Triangle | Gary Spesard |
| 3 | Wild Card | Tim Layne |

Northern Bay Race Week - Race 3

- | | | |
|---|-----------------------|--------------|
| 1 | Lola 3 The Wild Child | Russ Wesdyk |
| 2 | Triangle | Gary Spesard |
| 3 | Temple of the Wind | Doug Dykman |

Northern Bay Race Week - Race 4

- | | | |
|---|-----------------------|-------------|
| 1 | Temple of the Wind | Doug Dykman |
| 2 | Lola 3 The Wild Child | Russ Wesdyk |
| 3 | Wild Card | Tim Layne |

Northern Bay Race Week - Overall

- | | | |
|---|-----------------------|--------------|
| 1 | Lola 3 The Wild Child | Russ Wesdyk |
| 2 | Temple of the Wind | Doug Dykman |
| 3 | Triangle | Gary Spesard |

Race to Baltimore

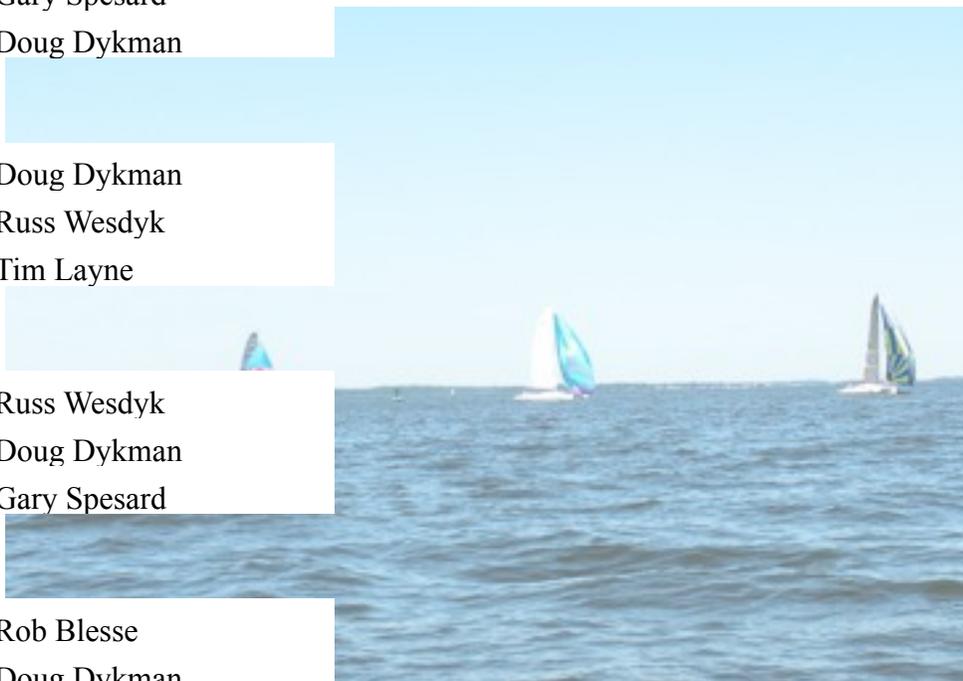
- | | | |
|---|--------------------|-------------|
| 1 | Flying Circus | Rob Blesse |
| 2 | Temple of the Wind | Doug Dykman |
| 3 | Wild Card | Tim Layne |

Baltimore Harbor Lighthouse Classic

- | | | |
|---|--------------------|-------------|
| 1 | Wild Card | Tim Layne |
| 2 | Flying Circus | Rob Blesse |
| 3 | Temple of the Wind | Doug Dykman |

Solomons Island Invitational

- | | | |
|---|---------------|--------------|
| 1 | Triangle | Gary Spesard |
| 2 | Flying Circus | Rob Blesse |
| 3 | Wild Card | Tim Layne |



30th Annual Solomons Island Invitational Winner Race Report - Gary Spesard

Friday July 16, 2010

The Multihull start was moved up to 19:10 (7:10PM) this year, thank to the efforts of Fleet Captain Doug Dykman. After the big Mono classes started the long course, Multi's were first to start the short course. I believe most of us agree that starting the shorter course first was much better then starting last as we have in past years. Not having to work our way through most every boat entered at night was much safer. I believe most of the Mono's would agree and I would hope the RC would agree that it was also an improvement at the finish line with the fleet more spread out. It certainly was much safer crossing the finish line. Not having a bunch of boats piling up as more keep coming across with little room to maneuver was a lot less stressful.

Gene Freund, Leon Kremenz and I were still sorting things out as we readied triangle for our class start. Winds were moderate and southerly. Our start was good. Our class was pretty spread out from my view point and the line was long giving plenty of room for all. We fell in right behind Fitness Resource who timed the start quite well as usual. Once clear of the RC boat we then head up to close hauled just behind and windward of Fitness Resource.

Approaching R4, just off of Greenbury Pt., we debated about pinching up to clear the mark but we would need to tack over at some point and pinching to eke by a mark at slow speed was not worth the lost time. It was a short tack, then back over and out to Tolley Pt.

After clearing Tolley Pt. we again put in a tack for the western shore opting to stay close to the rest of the fleet. It seemed all were staying close to the western shore.

After another tack out into the Bay along the Thomas Pt Shoal we cleared Thomas Pt Light and carrying on about a 1/4 mile out into the Bay and with another tack laid in a heading down the Bay a little further out then most but still to the western side. That turned out to be our last tack until we reached R76 the turning mark on the Eastern shore which sets up a run across the Bay into the Putuxent River and Solomon's.

As we made our way down the Bay after dark any boats we over took that were close we passed to leeward. Fortunately there were only a couple that slowed us noticeably while we maintained at least three boat lengths clear.

About eight miles out from R76 the wind picked up. With lightning to the south and east we were buffeted by gusts. Our speed, which had been in the 8kph range for most of the leg was now 10kph. In the dark you could feel cold air, then hot air as the gusts came and went. Our speed increased to 12 ,then 14kph. The lightening became more frequent. We could not hear thunder. The sound of the wind and water churning out from the hauls were loud making it hard to hear each other. Looking down flashes of green in the water from the jellies bouncing of the hull and looking back, in the dim light from the aft nav light, a nice white wake and little rooster tail gave indication of how fast we were hurling toward the darkness of the storm ahead. Somewhere out there in the dark was R76. Anyone see the mark? Man, it's dark out there.

More gusts, I asked for a reef but we discovered the topping lift, which we removed was fouled and not usable. The gusts became stronger, shacking the rigging and the whole boat. Another gust, a glance at the gps, Oooooo... 16.5kph, "let's pull the main down, we are going to run right into this storm." In place of the topping lift, we can use the screecher halyard. Gene said, "the boat seems to be happy. The leeward float is not running under water, yet." Yet? Hm... he is right, the boat is pretty flat and no wave action to speak of.



In the pitch dark, not being able to see much of anything it's all feel. With the gusts I had been turning up, then working down when I could. We were still below the mark. There was a discussion about which flashing red was our mark. The winds let off a little, we're running deeper and headed for a flashing red but our mark R76 still appeared further to port on the gps, and close, which is a relative thing on a gps screen. Ok, so leave the main up. More discussion, head down wind more (east). We need to jibe over if that mark is really to port.

The jibe put in - water and wind noise abated as our speed suddenly dropped to about 5kph. That is that sound? Gong, gong, gong. The sound of R76 could be heard but how far away was it. I turned on my red headlamp and there it was, it's HUGE! Now only a few boat lengths in front of us and NOT LIGHTED!

With a quick rounding I brought triangle right into irons. We started backing, flopped the jib back and forth a couple of times, then eased the mainsheet, got our coordinated efforts together and we were off across the Bay for the Putuxent.

Coming across we were too far north to make the river. One more tack to the south to line up on the entrance. It was going to be a short one. We got set up for the next tack and settled down when a "blue" running light crossed our bow. Tim Layne, Wild Card! Where did he come from? I thought Tim would have been finished by now. We fell in behind and pointed just a little higher.

Having past the southern point of the river mouth Tim approached the northern shore and tacked onto a southerly course. We crossed and kept going. Being further out with more room we pressed on. Once our tack was put in we searched for Tim and the finish line. After a short time and consulting the SI to confirm the finish mark we were pretty sure we had found the RC but could not find Tim anywhere. Did he finish? Where did he go?

One last tack for the finish line. We approached the line near the RC. Shinning a light to illuminate our sail number we came along side. I was just starting to shout out "228" when the percussion of what must have been a "giant" canon rang out. Besides scaring the begeus out of me, I felt the percussion in my chest, my ears were ringing, I never got "228" out, not that anyone would have heard it. I'm sure the RC is deaf now too.

"What the....? We got the gun? We were 1st over the line? NO WAY!"

Hoots and howlers and congrats all around the crew.

An hour later we were tied, exhausted and I collapsed. It's been two weeks now and I'm still tired but what a great race. Leon and Gene, great job!

BCYA/MRSA Race to Baltimore Winner Race Report - Rob Blesse

Interesting day for the Flying Circus Team after suffering equipment failure in our first race of the season to see rain pouring down at the boat ramp let us know that we were in for a day. Our main concern for this day was to finish the race broken or not and the sailing gods were with us this day.

Flying Circus had a fair start but after suffering under Fitness Resource for several minutes we decided to tack for clear air and headed for the Eastern shore. The rain followed but it looked as if the rain was heavier to the west covering the competition in a heavy fog like blanket. We did not see one boat, and that made our tactician a little nervous plus we only had three marks to round what a difference from past events. Slowly other boat began to appear Wild Card was ahead of us but not around the first mark, several "leaners" were with her. I knew if we could keep Wild Card within our sights we had a good chance to win this race. Now where are the rest of the boats???? Slowly we began to see Fitness, and then T.O.W. but we are still well ahead, hum.

After rounding the first mark the Spinnaker went up and off like a shot we were heading to "L" surfing the seas and alternately collapsing the chute struggling to keep pace with the stealthy Wild card. The chute came down and the winds clocked around best of all the rain started to subside it looked as if we would be able to visually track out prey all the way to the finish. Now the problem, "L" red???? That can't be it is always green are you sure? YES was the resounding response so we pressed on to the finish line. Weird course this year. Near the finish we traded tacks with a fast mono but for some reason we were out of phase with them after a couple of tacks we were headed straight toward the finish line and with some serious speed too! Could this be our day? We could see Wild card just taking in sail and delaying at the finish but the results would have to wait until the next day. Yes The Team of Flying Circus had won the race to Baltimore.

Why did we sail the course we did? First off we wanted to get out of the current; the western side had a deep channel and lots of current so why stay there. Second we were trapped under Fitness Resource we sure did not want to be there. After that we just concentrated on not making mistakes and sailing fast. Good Job crew!

BHLC

Fresh off learning that we had indeed achieved first place the crew was stoked to start this next race. Our plan to find clear air and sail well, we almost did that. The Start was choked with big boats at the pin and again we needed to tack for clear air. The local wizard Wild card had just tacked so off we went to cover. At the first mark we were doing well, T.O.W. had just breezed by and we were close behind Wild Card rounding the mark. Chute run!

But wait the chute is on the wrong side, ok lets jibe and set but not right yet. We reached up a bit higher and got some speed then jibed and the chute was now up. OK make boat speed and close on the lead boats. We did this nicely and closed a large lead that TOW had on us. The R33 he was gone so we fixed our sights on #2. Our second downwind the mistake came during the chute takedown yep it is in the water and under the float. Full stop for several long minutes until we could get all recovered and then off again. Nice thing sailing with Military types they never give up. We watched several boats go by and I thought we were finished but let's "go



sailing” and see what happens. We slowly reeled in each boat and now we’re looking at TOW but wait they are in a hole of no wind we do not want to go there so we jibe out to find wind the next thing we know we are right on the layline and ready to jibe having passed TOW and watched Triangle head off to no wind land one more Jibe and we are the #2 boat to cross the line. Second place would be this day.

Solomons Island

Looking at the wind predictions this race could be a boat breaker with wind from the south at anywhere from 15 to 30 knots. The troubling part was nothing agreed and NOAA is seldom correct here on the bay. The afternoon had us

sailing out of Selby Bay heading to Triton light, the wind and seas were up if this is the indicator of things to come it is going to be a rough race. The closer we came to our start the more the winds and seas calmed down do we believe what we are seeing or do we prepare for heavy air and seas??? 20 minutes before our start we are caught out by a watch that is 1 hour behind and seeing Larry paddling like a mad man we rechecked our timing and yep we have only 20 minutes to get back to the line.

With a mid pack start we’re off on the 30th Race to Solomons in light air and calm seas what a difference from earlier in the day. Clear air and long tacks are the order of the day. From the start it is clear that the two front runners are Triangle and Fitness so our tactic is to cover as long as we can see them after dark we just try to sail well. The winds shifted to the west halfway down the course and this makes for a single tack down the bay from R86 on. The problem is the fast boats we are gaining on do not want us to pass them so dodging these guys is now a sort of sport. Close to the Calvert Cliff Power plant the wind kick up to high gear and were are off like a shot shipping huge amounts of water over the beams and the boat begins to tilt skyward not a good feeling. We tucked a reef and in (hind sight we should have rode out the gusts) and headed to an unlit R 76 the GPs was correct but we could not see the mark just hear it. This was a very un-nerving feeling at 12 knots. From this point we just needed to sail well, we heard a gun, (Triangle) and could see a boat (Fitness) so we knew we were not going to gather a bullet on this race, but we were in the hunt for silver. Flying Circus would take home a second place Saturday Afternoon.

A quick shout out to my Crew, Glen, Chris and Cyrus are the greatest, hardest working crew a skipper could have.

We would have liked to win this one, as I personally dedicated this race to by best friend CJ Witkowski as it was his favorite race. Next year CJ we’ll bring home the gold.

Rob Blesse
Flying Circus

[Donald Lawson Racing](#)

Many of you know Donald Lawson because he is a crew member on several multihulls in our fleet. Donald is campaigning to race solo in the Velux 5 Oceans race beginning in October. He needs sponsorship in order to make the start of this race. If you know of any organization who would like to sponsor Donald please contact his Marketing Director, Beth Perry @ bperry@s360s.com. If you wish to learn more about Donald and his goals check out his website www.donaldlawsonracing.com

[Baltimore Sailing Examiner](#)

Did you know that a member of our club is writing for the Examiner.com? Our Rear Commodore, Terry Boram, has been doing so since April. She writes her column twice a week and often promotes events within our organization. Check her out at <http://www.examiner.com/x-43486-Baltimore-Sailing-Examiner>. Become a subscriber to her page so you don't miss one of her stories.

[Notes from the Newsgroup](#)

The Yahoo Group is extremely active. There's race information such as the latest about Gov Cup:

These might be useful for Gov Cup fish trap finding :).

/John

Here are the reformatted files. I made it as four files.

This is because some people may need one or another of the formats, depending upon their chartplotter manufacturer's requirements.

Each file contains all the fish traps from both the PaxR PN sites.xls and pn sites, ji to hil.xls files.

FishTraps_dec has "name, latitude, longitude" with lat/lon in decimal degrees form, e.g.
38.25036583,-76.24664083.

FishTraps_dm has "name, latitude, longitude" with lat/lon in hemisphere, degrees, minutes form, e.g.
N3815.02195,W07614.79845.

FishTraps_POI_dec and FishTraps_POI_dm have "name, longitude, latitude" for import or conversion as Points Of Interest. POI files reverse the order of lat/lon to lon/lat.

All the files are comma separated variable files (CSV) with one end of a fish trap (inner or outer) on each line. The files can be converted to various chartplotter formats by freeware like GPS Babel (<http://www.gpsbabel.org/>) or with online sites like GPS Visualizer (<http://www.gpsvisualizer.com/gpsbabel/>).

Hope this helps!

To serious news;

Hello All,

Shortly after I posted the note below many CMA members sent me their heart felt sympathies via the yahoo site and direct email, for which I am truly grateful. Then, a few of you spent some time with me on the phone. After many words of wisdom the callers - Jim Nealey and Larry Forgy in particular - convinced me to slow down, make no hasty decisions, and to get the h*** out of Jabin's. Larry Forgy contacted Gere Glover, who has

a power cat, and then both met me Wednesday morning to tow HM away. Two and a half hours later HM was safe and secure on her own mooring in Galesville.

While I have always felt welcome by the the members of CMA and have been impressed by this group's esprit de corp, the concern for my well-being and the generosity shown is to me nothing short of...well... uh...um... I have no words to describe it. A simple thank you will never suffice but, at the moment, I cannot do better.

At this very moment I am visiting dear old friends on Cape Cod but this trip is help a couple of close relatives with difficulties of their own. The time away will likely help me to decide what next to do with HM. Nevertheless, I expect I will continue to welcome your perspectives and sage counsel.

Regards,

Michael

Glad to hear you are safe, Mike.

We saw HM at the mooring before the Wednesday races, and "everyone had heard" what happened through the usual grapevine.

Someone mentioned there is a photograph of the incident?

We took some pretty hard gusts during this week's race, but nothing that vicious.

--- In ChesapeakeMultihull @yahoogroups. com, "howayamd" <howayamd@...> wrote:

I was at the mouth of the South River when the squall line hit. Winds went up very fast, the outhaul broke, and then the mast snapped at the steaming light and crushed the forward end of the main cabin. No injuries at all, so I have little to complain about. There are many more details, of course, but Hot Mustard is now dockside at Bert Jabins. The mast will likely be pulled today, HM will likely be hauled out tomorrow, but right now I am very loathe to take on all of the necessary and extensive repairs. Once I remove most of the loose gear I will likely donate HM -- assuming I can find an interested party. All reasonable words of wisdom are quite welcome.

Michael

Then there is Kurt;

Re: Maryland Sailing Schools

Free Beer! Did I hear some one say something about free beer?

Kurt

Join today. <http://groups.yahoo.com/group/ChesapeakeMultihull/>

[From Sailing Anarchy - Courtesy of Rob Blesse](#)

Hey Paul,

Word traveled fast to Santa Cruz. Here is what happened:

Sunday afternoon at 1300 after the YRA race in San Francisco Bay we capsized the Shadow catamaran. Everyone on board is fine and in good spirits which is most important. The boat sustained some damage that can be fixed but the carbon sails were destroyed. It was a pretty typical SF summer day; wind out of West in the 20's, moderate chop in the Circle and we were heading Northwest on port tack from TI towards Angel Island. The capsize occurred as we were bearing away, got hit with a puff, the rudders stalled and the boat gently and slowly went over until our 68 foot mast hit the mud 35 feet down. Craig Healy gallantly swam a line out to Sue Hoeschler who had become separated from the boat and Patrick Whitmarsh (Whitey) gave us a bit of a fright as we could not see him, but he was still warm, dry and safe 20 feet in the air perched in the upper hull. Fortunately we were crewed by a group of experienced and talented sailors who were well prepared. Everyone was well prepared, wearing PFD's and most of us had knives, whistles and handheld VHF's in our foulie pockets.

Fortunately we were in a fairly busy part of the Bay, so boats were quickly upon us to stand by and lend support. Two 40+ foot power boats were upon us within 5 minutes, followed closely by the EYC race committee Whaler, a Sydney 38 (Encore), the Coast Guard, Marin Sheriff and a SF Police boat. Everyone was safe and calm, we knew how to right the boat, but we just needed two big anchors (ours were underwater/inaccessible) and a Protector to pull us upright. First some helpful soul called the StFYC Race Office, where John Craig (Race Manager) jumped into action and Melanie Roberts (Race Coordinator) and their Protector were dispatched to the scene. She arrived at the same time as Steve Stroub's "Tiburon" Protector and the Shadow Protector coming from Paradise Cay. We borrowed a couple of anchors, tied a righting line to the main beam, Steve and Will goosed the Protector engines and after a couple of tries the Shadow came upright as gently as she went over.

It gave us great comfort to know that there are so many capable people and assets ready, willing and able to be deployed to assist boats and crews in need. Specifically the EYC mark-set boat was very helpful, taking a couple of our sailors off the catamaran and lending assistance and assets where possible. The Encore guys (Wayne and Susie Koide (owners), Pete McCormick (North Sails), Will, Nick and several others) were very, very helpful providing lines, anchors and skilled personnel. Steve Stroub (Tiburon) did a masterful job positioning and driving his Protector to bring the boat upright. Most of the Encore sailing team stayed with us helping sort all the issues until the boat was safely tied up at SFYC. The Coast Guard and SF Police all stood by dutifully until we righted the boat and were under tow. There were probably 50 people and 10 vessels that helped or were available to help and to them we are exceedingly grateful.

Ours was a pretty benign incident, but from a safety standpoint we learned and re-learned some important lessons. The life you save might be your own.

- First, always, always, always wear a PFD. The water is cold, waves that look small when on a boat are huge when in the water and even the strongest swimmers find it nearly impossible to swim for very long in foul weather gear.
- Carry a waterproof handheld VHF in your foulie pocket. Communications is key to safety and the wind makes it impossible to hear voices and very hard to see swimmers from more than 20 feet away.

- Stay with the boat. Swimmers and boats move at dramatically different speeds, so catching a boat once separated is very difficult. Hang on "for your life".
- Don't wear cotton. One of our strongest guys went hypothermic very quickly because he had jeans and a cotton T-shirt under his foulies. Quality, high tech synthetic gear is worth it's weight in gold when wet and cold.
- Carry a fixed blade knife, whistle and light where it can be easily reached. A line wrapped around my foot and I never could have gotten my Leatherman open and useful to cut away if the boat had gone under. Strap a fixed blade knife several places around the boat where they can be easily reached.
- Carry an EPIRB and consider the new personal EPIRBS for all crew. They are cheap life insurance.
- Next time you see the Coast Guard, the Police boats or a volunteer race committee boat give them a friendly wave. Some people may not like their policies prohibiting assistance to try to save personal property (ie boats), but they are a MOST welcome sight when needed-and they are more than willing to risk their lives to save yours. I'd rather lose my boat than have the Coasties busy saving my replaceable boat while someone else's irreplaceable life was in danger.

That's it. Thanks again to everyone involved. If we ever meet in a yacht club or on the waterfront please tap me on the shoulder so I can shake your hand and buy you a beer. We hope we did not inconvenience anyone too much on a Sunday afternoon and we look forward to seeing you back on the water again very soon!

Sincerely,

Peter Stoneberg

and the Crew of the "Shadow" Prosail 40

Board of Directors meeting

Date: July 29th, 2010
 Location: Dykman residence, Arnold, Maryland
 Attendees: Larry Forgy - Commodore
 Terry Boram - Rear Commodore
 Doug Dykman - Fleet Captain
 Jim Nealey - Secretary - Membership Chair
 John Morfit - Board Member

Commodore's Remarks, Larry Forgy:

1. Requested that debit cards be issued to selected CMA officer for the efficient conduct of business on behalf of CMA.
 - a) Those officers receiving cards to include the following: Commodore, Rear Commodore, and Treasurer.
 - b) Larry Forgy will coordinate issue of debit cards from Bank of America with Treasurer, David Nees.
2. Suggested that CMA Awards Banquet be scheduled for Sunday, February 26th
 - a) Motion approved.

- b) Requested that Doug Dykman review alternatives for engraved awards.
3. Discussed CBYRA port supply card that was to be issued to 2010 members.
 - a) Noted there were complaints that discount was not extended to CBYRA members from selected retailers.
 - b) It was determined that the benefit was not to be forthcoming from CBYRA.
 4. Noted that Gibson Island Yacht Squadron would like to invite CMA fleet for a post-race party following their annual Cedar Point Race. This event in conflict with planned CMA rendezvous to take place at Stonington docks, Magothy River as in 2009.
 - a) Jim Nealey to query organizers at GIYS regarding, raft-up/anchoring/dinghy options, facilities available for participants, access for shore-side support, and food and beverage to be available.
 - b) Pending favorable report, Doug Dykman to forward CMA fleet email roster to GIYS organizers for invitation distribution.
 - c) Doug Dykman to confirm Stonington pier & landing availability as an option.
 5. Suggested CMA develop swag for events and/or new members to better promote CMA among membership and public at large.
 - a) Possible items to develop: hats, bags, t-shirts, embroidered belts, beverage cozies.
 - b) Free burgees for new members was dismissed as cost is equal to annual dues.
 - c) Whiskey flags also too expensive to distribute to racing fleet.
 6. Recommended that Annapolis Race Week video be posted on CMA website.

Rear Commodore's Remarks, Terry Boram:

7. Requested opinions on future form and distribution of CMA newsletters.
 - a) Terry asked if there was even a need for a formal newsletter. Rather, could each officer simply assume responsibility for their respective departments and have that information posted on CMA website.
 - b) John Morfit felt that a fixed deadline and monthly issue would ensure a viable newsletter and shared information among membership.
 - c) It was agreed that present newsletter format would be continued; a synopsis with link to CMA distributed via email, newsletter posted and past issues archived on web.
8. Requested details of Queenstown Race & Rendezvous.
 - a) Doug Dykman will deliver NOR to Terry Boram to be posted on website.
 - b) Terry Boram suggested CMA award categories for the participants: helmswoman, largest family crew, etc. Winners to be announced following race and awards given at CMA Spring Awards Banquet.
9. Asked that Jim Nealey provide current membership roster.
10. Asked after well-being of member, Mike Katz. "Hot Mustard", was dis-masted in a severe thunder storm during return from CMA rendezvous. Larry Forgy reported that Mike had suffered no injuries. Jere Glover, Mike and Larry towed "Hot Mustard" to her mooring in West River. Mike intends to strip hardware and break it up for disposal. All agreed to assist Mike's efforts. Doug Dykman offered use of his trailer and Larry will coordinate salvage work party pending decision by Mike Katz.

Fleet Captain's Report, Doug Dykman:

11. Discussed present CMA rating formula and some members' complaints of same.
 - a) Suggested a rating committee be formed to lead discussion after the season.
 - b) Doug Dykman and Larry Forgy to canvas other organizations' formulas for comparison.
12. Noted recent CMA member request of CMA "sponsorship" for racing event.
 - a) Recommended that CMA establish a policy regarding financial sponsorship for members or non-members that petition CMA.
 - b) Noted that support for Corinthian or Amateur racing sailors should receive CMA support in spirit or written recommendations if requested.

Membership Report:

13. Jim Nealey is re-building current membership roster following loss of data due to hard drive failure.
14. Board of Directors Report: No remarks.
15. Past Commodore's Report: No remarks.
16. Old Business: No remarks.
17. New Business: General discussion regarding plans for 2010 Holiday Party. It is felt to encourage better attendance and a more festive ambience, a larger venue with accommodation for ample parking, live music, dancing and catering is in order. Attendees agreed that a venue local to Annapolis would be appropriate and will begin researching proposed marinas and yacht clubs as possible locations to rent. Date for Holiday Party tentatively set for Saturday, December 11th.
18. Discussed Jim Brown as guest speaker for November 14th general membership meeting at Annapolis Public Library. It was agreed to promote his appearance in local media pending confirmation by Jim Brown regarding his plan to attend.

Next Board of Directors Meeting: Time and place were not agreed to by Attendees prior to adjournment. The Annapolis Library is not available in September. Unless Commodore requests an interim meeting our next scheduled meeting will be Sunday, October 10th prior to CMA Boat Show dinner. Time and location to be determined.

Meeting adjourned at 9:30pm.

Respectfully submitted,
Jim Nealey, Secretary

2010 CMA Board Members

Commodore	Larry Forgy lforgy@bizoip.com	202-258-5903
Vice Commodore	Gary Spesard Gary.Spesard@qg.com	703-585-9265
Rear Commodore/Newsletter Editor:	Terry Boram 2mdsailors@comcast.net	410-935-0537
Treasurer	David Nees dness@fitnessresource.com	703-968-7662
Secretary	Jim Nealey jim@storyboardnow.com	410-729-0481
Fleet Captain	Doug Dykman dougykman@aagastro.com	410-349-8678
Past Commodore	Jim Nealey jim@storyboardnow.com	410-729-0481
Board Members	Robert Blesse	
	John Morfit mundi@cox.net	703-620-0474
	John Wayshner johnwayshner@hotmail.com	410-867-6919
	Kurt Koenig trashpad@hotmail.com	410-796-0659
Membership	Jim Nealey jim@storyboardnow.com	410-729-0481
Ratings Chair	Kiyoshi Mizuuchi kmizu@helix.nih.gov	301-279-5829
Cruising Chairs	Clint and Terry Boram 2mdsailors@comcast.net	410-935-0537
Web Editors	Clint and Terry Boram chesapeakemultihulls@gmail.com	410-935-0537



Just \$25 each

To purchase contact Jim Nealey
jim@storyboardnow.com

Classifieds

“tHriLL Ride” for sale.

Reynolds 33 catamaran. Hull number 6 with wider, original beam of 16’ and 43’ mast. New main mainsail on order, carbon blade jib and Kevlar reacher. 4hp 4cycle Johnson outboard. Quick and easy to single-hand. Well found and maintained. Lying Baltimore Harbor. Contact Robin Hodges, robin@performancecruising.com. mobile: (443) 852-3334



Solomons Area Waterfront House: Gourmet kitchen, dual fuel 5-burner gas stove with electric oven, Subzero refrigerator, professionally designed gardens with waterside patio, bulkheaded shoreline with sturdy L-shaped private dock, 1 multihull slip, 1 other slip with floating dock for kayak entry, hardwood floors, custom tile, large deck and screened porch overlooking water, Move-in ready. Reduced to \$619,000, champagne living on a beer budget. Call Brad Houghton at 410 571-5567 or 410 991-9030. (Pictures on CMA website)

See Tour and photos at
www.imagemaker360.com/95669

281 Cove Drive, Lusby, MD 20657

Special Offer

As many of you know, I am the president of Fitness Resource. The company has been selling fitness equipment for 25 years in the Baltimore and DC area. While sailing is a great sport and it helps all of us stay more active, we all could use some help in maintaining and improving our conditioning. I want to take this opportunity to offer to all CMA members a “Friends and Family” coupon that you can use in our stores. Just print out this coupon and take it in to a Fitness Resource store near you for the best pricing available. You will find our stores from our web site, www.fitnessresource.com or www.frcycling.com.

Please note that sometimes we put equipment on sale at pretty aggressive prices which actually may be lower than the coupon pricing. If you find that, just enjoy the added savings. I also want to take this moment to let everyone know that we are now in the bicycle business, having taken on Jamis and Bianchi bikes. Bicycles are a great way to get around and get in shape during the warmer weather. Bicycles also improve balance and keep you in touch with your inner child (keeps you young at heart). If you have any questions about this program, or anything else related to fitness, bicycles or sailing, feel free to contact me at dnees@fitnessresource.com or call at 703-796-8812.

See you on the water!
Your's in good health,

David Nees
Fitness Resource
TRT1200GT
1919

 		10% DISCOUNT <small>(Off the regular list price of any fitness equipment purchase)</small>					
Coupon Issued By <table border="1"> <tr> <td>Store Code</td> <td>Initials</td> </tr> <tr> <td>HQ</td> <td>DEN</td> </tr> </table>	Store Code	Initials	HQ	DEN	of a Free Helmet <small>(with any bicycle purchase)</small>		
Store Code	Initials						
HQ	DEN						
Referrer <i>David Nees</i>		Phone Number <i>Not Applicable</i>					
Referral Type (check one) <input type="checkbox"/> Previous Customer <input checked="" type="checkbox"/> Other (CMA Member)	Mailing Address <i>Not Applicable</i>						
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Customer Name	Sales Amount	Sales Order No.					
Phone Number	Store Code	Initials	Sales Order Date				

*Only one coupon per customer. Cannot be applied to prior purchases or layaways.
Cannot be combined with any other offer. Valid on retail purchases only.*

2010 Racing Schedule

<u>Date</u>	<u>Race</u>	<u>High Point</u>	<u>Long Distance</u>	<u>Elapsed Time</u>	<u>Sponsor</u>	<u>Sanction #/ NOR</u>	<u>Associated Events</u>
5/22/10	GSA Tune-up Series			.	GSA	101/102	
5/29/10	MRYC Annapolis to Miles River Race	.	.	.	MRYC	316	Raft-up
5/30/10	Miles River Race Back	.		.	WRSC	317	
6/12/10	EYC/AYC Leukemia Cup	.		.	EYC	320	
6/12/10	NEYRC				NEYRC	103	
6/26/10	GSA Northern Bay Race Week	•x2		.	GSA	104/105	Raft-up
6/27/10	GSA Northern Bay Race Week	•x2		.	GSA	106/107	
7/10/10	BCYA/MRSA Race to Baltimore	.	.	.	BCYA	203	
7/11/10	RCRA Baltimore Harbor Lighthouse Classic	.		.	RCRA	204	
7/16/10	EYC Solomons Island Invitational	.	.	.	EYC	327	
8/6/10	StMCSA Governors Cup	.	.	.	SMCSA	335	Raft-up
8/21/10	GIYS Cedar Point Race	.	.	.	GIYS	207	Stonington Party
9/11/10	NASS Race to Oxford	.	.	.	NASS	341	Raft-up
9/12/10	TAYC Hammond Memorial Race	.		.	TAYC	343	
9/18/10	PSA to Queenstown				PSA	208	Raft-up
9/19/10	Queenstown Race Back				PSA	209	
10/2/10	Havre de Grace Fall Invitational			.	HdGYC	109	
10/16/10	USS Constellation Cup				USS Constellation		
10/23/10	BCYA Baltimore Harbor Leukemia Cup	.	.	.	BCYA	210	
10/24/10	RCRA Baltimore Harbor Fall Back	.		.	RCRA	211	