

CHESPEAKE MULTIHULL ASSOCIATION (CMA) NEWSLETTER

CMA Raft-up in 2012 ...



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2013 CMA Board Members

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Membership	Jim Nealey
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Web Editor	Chuck Rush

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Commodore's Letter...

It's almost July already. The longest day of the year has passed. The Chesapeake Sailing Season is almost half over. The Miles River Race was a blast...15 to 25 knots from the Northwest made for a thrilling downhill ride. Sundog finished in at record 1:19:19. The Race Back was almost as fast, but not quite. The PSA Overnight was done in lighter and shifty air, but we all finished shortly after twilight, and no one was complaining. Northern Bay Race Weekend had near drifter conditions, and we only got off two races for the weekend.

On the Magothy Wednesday Night series, John Nicholson and Russ Wesdyk have been slugging it out with a serious one-on-one grudge match all season. Check it out at <http://www.magothysailing.com/bin/racing.php>. They have been showing the Lead Mines what a light, well designed boat can do!! I have this urge to join them in the mud-fest, but prior commitments being what they are...

Maggie and Jim Parrott have purchased *Thrill Ride*, and have strengthened the A fleet. Turnout for the races has been a little light this year, but hopefully will build as the season matures.

Chester and Jeanie hosted the Miles River Raft-up as the anchor boat. They were superb hosts, as always. Unfortunately, the Cruising side of the club has been quiet. The Cruising Chair has become vacant, and we are looking for a Cat Herder to step up and take control of the program.

Finally, there is a serious move afoot to run an On the Water sail trim course this year. Joe Gillis [joejoe9796@gmail.com] is trying to organize this with the help of Jon Anthony [jda128@comcast.net]. Please contact them if you would like to participate, teach, bring your boat, or in some other way participate.

That's all for now.

Doug Dykman,
Commodore

2013 CMA Racing Schedule

<u>Date</u>	<u>Race</u>	<u>High Point</u>	<u>Long Distance</u>	<u>Elapse Time</u>	<u>Sponsor</u>	<u>Sanction #</u>	<u>Results</u>	<u>Associated Event</u>
4/27/13	AYC Coast Guard Overnight		*	*	AYC			
5/25/13	Annapolis to Miles River Race	*	*	*	MRYC			Raft-up
5/26/13	Miles River Race Back	*		*	WRSC			
6/01/13	Leukemia Cup				EYC/AYC			
6/15/13	PSA Overnight	*	*	*	PSA			
6/22/13	Northern Bay Race Week	*/x2		*/x2	GSA			Raft-up
6/23/13	Northern Bay Race Week	*/x2		*/x2	GSA			
7/13/13	Race to Baltimore	*	*	*	BCYA			
7/14/13	Baltimore Lighthouse Classic	*		*	RCRA			
7/19/13	Solomons Island Invitational	*	*	*	EYC			
8/2/13	Governor's Cup	*	*	*	SMCSA			Raft-up
9/14/13	Race to Oxford	*	*	*	NASS			Raft-up
9/15/13	Hammond Memorial Race	*	*	*	TAYC			
9/28/13	PSA to Queenstown				PSA			Raft-up
9/29/13	Queenstown Race Back				PSA			
10/5/13	Havre de Grace Race			*	HdGYC			
10/26/13	Baltimore Harbor Cup	*	*	*	BCYA			
10/27/13	Baltimore Harbor Fall Back	*		*	RCRA			

Note: completed 2013 events in red font

From our CMA members and friends....

Morning Star, Admiral 38 Update by Gary Spesard

I have to confess progress has been slower than I expected. Winter was cold, wet and windy on the Anacostia. And of course we (ok, I) have several projects started and not so many completed. I had to include the picture of our original access to the boat from our dock, it was designed and installed by the owner of the 44' power cat before us in our slip, a 6 foot wooden ladder and some bungee cords. The ladder's feet attached to a 2"x4" which was hinged to the dock. Obviously the boat has to be pulled within less than the 6' range and secured, then you can walk up the steps at about a 45* angle stepping on the edges of the ladder rungs. Oh, and that 1st step, it's was broken. Creaking, cracked and groaned with each step. Not reassuring.



After the first boarding, Bari said, "I'm not doing that again!" I have to confess it made me a little uncomfortable and of course concerned for her safety. The next picture is the solution. Much safer! And they claim "it float!" We haven't tried that yet.

Here is the list of things we have either done or are in process (started but not completed).

Decommissioned and winterized and recently re-commissioned.

Oil and filters changed.

Fuel filters changed.

Replaced stove top, gas valve, solenoid, on/off switch and hoses.

New interior salon cushions.



2 solar powered vents installed.

HVAC unit installed last summer.

The house bank was made up of six 12 Volt wet cell, deep cycle/start batteries (not the best for a house bank inside living quarters – hydrogen gases are not really good in an enclosed area). We planned to replace them this season and over the winter 3 batteries blow up! What a mess! We finally figured out that the solar and the wind generator controllers were not functioning resulting in over charging. The old bank was about 450 Amp hours and weighed 320 lbs. We replaced them six 6 Volt Lifeline deep cycle batteries that give us 900 Amp hrs. They weigh a little more, 540 pounds! Though they are tightly pressed in place we still need to secure them once we replace a couple of wires from the inverter/charger. These two wires are Welding wire not marine grade. It works but does not meet marine standards. The Solar and Wind Gen are disconnected until the new charge control is installed.

The transom shower control valve and raw water wash down hose bib and both housings have been replaced. We also switched to a mixing valve so we could have a warm shower.

The house bank engine alternator regulator did not work and has been replaced.

I have begun replacing some of the “3rd degree burn” halogen interior bulbs with LEDs.

The bimini was in frail condition and did not fair well through the Anacostia winter winds. A new hardtop has been ordered to replace the old canvas. Most of the canvas hatch covers did not survive either.

The center salon forward window began leaking over the winter and has been replaced with a new one.

Both Jabsco electric heads and the Raritan LectroSan sanitation system (which didn't work) have all been removed along with the raw water and waste water hoses. New composting toilets are in process of being installed. No water required, minimal electric (a computer fan), no holding tanks, no pump outs. The through hulls are being repurposed or if not needed will be removed at the next hull out.



There are several other items on the list to get to when we are back in Annapolis where services are readily available or at hull out at the end of the season. We plan to be back in the Annapolis area by July.

Hope to see you all soon.

Gary

The (True) Story of Tri-Pawed's First Regatta by Keith Chapman

For years Russ Wesdyk had been trying to get me to race my Corsair F-27, and for years I have offered up the usual excuses as why I haven't, and might not ever, race the good ship Tri-Pawed. I never intended to race her I told him. I get my racing fix on beach cats I told him. I even tried to convert him to club Nacra. But always the same question – “when are you going to come out and race your F-27?” So in 2012 the Corsair Nationals were held on the Chesapeake Bay in conjunction with the annual Screwpile regatta, and when that question was asked in relation to the Nationals, my answer was finally acceptable – yes, I would race Tri-Pawed at the 2012 Corsair Nationals. And once I broke that ice, I might even be tempted to race her again...

So lots of blood and treasure were expended to bring The Good Ship into a state where she could join in the reindeer games. I had never flown the spinnaker or screecher, and in fact had never even mounted the sprit. Boat prep continued right up until it was time to head South to Solomons, and even then we still weren't done (still aren't - it's a boat). It was great fun to take part in this race, and I made sure that I told everybody not to set their expectations too high – after all, for all the years I've had and sailed my F-27, this would be first time racing her I told them.

This is not the story of that race. Because, you see, Kap'n Keith had been telling a little fib.

I had indeed raced my F-27 before (just once, I swear). So here's the True (I swear) Story of the Tri-Pawed's First Regatta. And telling this story reveals that once again truth trumps anything I could dream up. And I will be admitting to some things I'm not exactly proud of...

The regatta in question was a PSA Overnight Regatta, starting at Baltimore Light with a course around the Upper Bay. The year of this particular occurrence was one of the last years the beach cats (through CRAC) had a start in this race. At the time, we had made allowance in CRAC for large multis to sail in our beach cat starts, and so it came to be that I decided to enter Tri-Pawed in the beach cat class instead of schlepping my beach cat up from Galesville. Others from the beach cat side were entering, one of them being Mark Schneider, who planned on single handing his Dart 18. For those who don't know Mark, he has been and continues to be one of the tireless champions of beach cat racing in the Chesapeake area. He is one of the folks that I can't say enough about in relation to keeping things going, and was the person who got beach cats starts in events like the Overnight. This is why I feel a little bad for subjecting him to the events that unfolded. Just a little. I think maybe he gets a kick out of telling this story as well.

I'm sure Tri-Pawed had a more distinguished regatta career under different names with her previous owners. Ever since I bought her in 2004 I've mostly day sailed her, and mostly single handed. She's been kept in Cape St. Claire, and except for a the first year dry sailed out of Fairwinds Marina, she's been kept in a slip on the Little Magothy. Corsairs are nice that way, in that folded up they fit in a slip fit for a mono. And so it was that Tri-Pawed was – folded in a slip.

This particular year the Volvo Ocean Race came to town. And I had taken Tri-Pawed out to watch the start when they left the Bay. Great fun. But after that she sat for a little more than two weeks before the Overnight Regatta. Conditions for that race were looking a little iffy, and in conversations with Mark it became apparent he was leaning towards not going it alone on his Dart. I was having the same thoughts, as I had not been successful in rounding up crew. So we decided to join forces, and wouldn't it be fun to do it on the trimaran? Why yes it would. So we met at the Little Magothy community pier, got Tri-Pawed ready, and cast off, Mark at the helm. Before making the final turn to head out the inlet I unfolded her, set the beam bolts, and instructed Mark to continue on the helm as I got out the deck brush to do a quick cleanup of the sides of the floats. Brush on a mop handle in hand, I wandered out to the starboard float, and looked over the side in preparation for the task at hand...

You see, F-Boats kept folded in the water keep the sides of the floats wet, and like anything in water in the Chesapeake, nasties like to grow there. I could never bring myself to put anti-fouling paint up the sides of the floats. Instead, I had a regimen of a fouling resistant wax coating and frequent scrubbing of the mess off the sides. Not fun and hard to keep up with, but usually a scrub brush was enough to make things right. Not today me hearties.

Looking over the side I was prepared to see the usual brownish coating of slime and the maybe the slight beginnings of things more serious. Instead, the sight I was treated to was a full blown eco-system of the Bay's finest water-borne flora and fauna, looking like a living, breathing, brownish green, one and a half inch thick plush shag carpet of plants, worms, baby barnacles, along with maybe a crab or three, coating the whole side of the float from stem to stern and deck to keel. One of the very few times in my life that I have been truly speechless. For a very limited time anyway, because shortly after I had a few things to say (I'll not repeat them). Then I rushed to the port float, because surely that wouldn't be in the same shape, would it? Why, yes it would be! Silence. Then a few more choice words.

Mark was wondering what had me in such a state. I told him. He didn't quite believe me, and went and had a look for himself. Disbelief. By this time we had cleared the inlet and were heading toward Baltimore Light. We were running late. It became clear why people at the inlet were looking at us like that. We thought maybe they hadn't seen a trimaran before. But they probably had, just likely not one that looked like ours! It was decision time. I have a reputation for not giving up on things when maybe I should, and perhaps I should have given up on this one. But I couldn't do it, not just yet. Press on to the start! We scrape off the nasties on the way! Easy! Give the Nissan some gas, we're late! All we need is a suitable tool for cleaning up this mess!

The brush was useless, mostly. Found a paint scraper down below. Mostly useless again. What we needed was a longish metal edge. Hmmm. Eureka! Turns out the heat shield above the galley was as perfect a piece of flat stainless could be for the job, and shortly thereafter it was removed from its home on the cabin ceiling and with a lanyard tied to it to keep it from jumping into the Bay to commit suicide it was pressed into service. The technique was fairly simple – lie on the deck of the float, hang your upper torso over the side, and use the heat shield to remove the shag. It worked pretty well – with an even but firm hand you could literally peel the whole growth carpet off the side, one heat shield width at a time. Only had about 2 X ~27 feet to cover. We can do this!

It was hard work, and between the effect on our hands and arms and the pain in our chests from the deck, one could only make a couple of scrapes before you needed a break. So we traded turns manning the helm and manning the heat shield as we made our determined slog to the starting line. I'd like to tell you that we had the job finished by the time we made it to the line. But that would be another fib. Fortunately for what little pride we may have had, we were the last boat to cross the start line. Everybody else was in fine form, heading to the first rounding upwind at Sandy Point Light. It was a fine sight to see the fleet, and I'm sure it was impressive to be on the committee boat witnessing it. They probably still talk about what they saw next...

Like I said, we didn't complete the job. We didn't even get one side done. But we set sail, pointed the boat to the start, and crossed the line windward float proudly flying. Sails full, hull in the air. Hull in the air half covered in the before-mentioned carpet-o-life with Mark hanging over the side scraping away madly. As proud as a garbage scow can be! I have always perversely hoped that somebody on the committee boat had taken a picture. But hey, we were racing on my trimaran!

Now that we were under sail, we had to modify our process a little. With each tack the scraper mate moved to work on the windward hull, and as hands started to hurt a swap with the helm took place. With each tack on our way to Sandy Point, another strip of carpet on one side or the other was removed.

Scrape, tack, switch sides, scrape, tack, switch sides, and repeat. And it truly helped – with each tack our speed increased by about a knot and a half. Life is best with the simple pleasures, and the satisfaction of

knowing that each turn scraping yielded a knot of boat speed ranked pretty darn high at the time! And much to our joy, we were starting to run down our first boat – a hapless J-something or other at the back of the pack had the distinction of being caught by a boat whose crew was more engaged in altering a fiberglass based biology experiment than sailing. But then we actually got the job done. We were catching a boat, the first mark was upon us, and we could stop scraping. This was going to work out! A freshening breeze meant we wouldn't be totally motionless going downwind without a spinny. Yay! And just as we started the mental process of settling in for the next leg of the race – Pop! The jib luff was now very loose, with all indications that we had lost the jib halyard. Tri-Pawed has a zipper luff roller furled jib with the halyard inside the zipper back down to the tack. Somewhere in there it had failed, and the jib was now slumped about a third down from full up. In the building breeze heading into the wind put too much pressure on the sail to be able to lower it while unzipping the luff, so we turned downwind, Mark took the helm and I went forward to clear the mess. We let the main out far to shield the jib from wind, and I set to work. Of course, we had never made it around Sandy Point. And now our course necessary to clear the jib was taking us directly back to the committee boat! For sure we would clear this quickly, assess, and maybe get back in the game. But now unburdened of her seaweed shackles, Tri-Pawed kicked up her heels and made pretty good speed directly downwind. And the jib of course put up its own fight, not giving up what was left of its vertical status easily.

So it was that we found ourselves crossing back through the starting line in the other direction, now clear of the growth on the floats (except for the nice brownish color left behind) moving pretty nicely with me still dousing the jib and figuring out the breakage. We could have re-rigged the jib with the normal jib halyard, turned around and tried again, but by then we figured that maybe somebody was trying to tell us something, and we took the opportunity to hail committee and announce our retirement. If I was on committee, I might have taken the opportunity to compliment on a bottom job well done whilst under sail. Committee was far more reserved, and I don't think I even heard any giggles in the background on the radio!

Like a first visit to AA, I feel unburdened at coming clean with the truth. There, I admit it, I lied, Nationals was not the first time I had raced my F-27! It was however, the first time I raced her without her being covered in an embarrassing cloak of the Bay's finest slop! Baby steps, baby steps...

The Pomp and Circumstance Aside by Terry Boram

Before moving Tri Dreaming headed south, we carefully researched locations to keep her. We wanted a mooring field for the boat and a club atmosphere for us. No stuffy, blue blazer, yacht club need apply. The one name that kept coming up was the Coconut Grove Sailing Club (CGSC). After an initial visit to the club we knew we found a new home for Tri Dreaming and us.

The club was established in 1946. Sitting behind a bank of mangroves to the south side of Dinner Key Marina, the mooring field is fairly protected from all wind directions except a due south blow. The land that the clubhouse sits on is actually owned by the City of Miami and recently CGSC signed a 15 year lease that includes the upgrade to the mooring field. The club has an up and coming youth program, an active adult sailing education program and hosts many regattas including the Melges Winter Series. They have had a rapid growth rate in the past year to now over 1,000 members.



When Clint and Tri Dreaming arrived to the mooring field the staff at CGSC were extremely helpful and the members immediately began welcoming us as we unload gear from the long trip. While being a member of CGSC is not required to rent a mooring, membership would gain us access to the club house (ie restaurant and bar), ice, use of kayaks and small dinghy sailboats and most important to us, being new residents of Florida, social interaction. Our application was completed before Clint headed home for a good night's rest.

That weekend at CGSC was their annual work weekend. This is when members come together to work on projects such as cleaning the adult program boats, weeding and sprucing up the grounds and this year doing a "little" remodel of the meeting hall. We had seen on the website that they were in desperate need of "carpenters w/tools." Although we wouldn't become members until we were voted in at the next General Membership meeting, we loaded up the car with tools and headed down on Sunday hoping that they got most of the work done on Saturday and we could simply swing a hammer for a few hours while meeting some new friends. Little did we know that this was about to change my involvement in the club.

Once we were there we realized immediately that very little work had been completed on Saturday. The "little" remodel project included putting wainscoting board around the entire room. They were in trouble to say the least. After brief introductions, Clint brought up all his tools and took charge.

We worked all day sawing, gluing, hammering and spackling until it was almost complete. The people we met were amazed that two people who just arrived to the club and just applied for membership were



even there must less leading the charge to get the project done. During that day I spent some time with Vice Commodore Sean Connett who asked me about my background and the CMA. It must have been the smell of the glue but I found myself telling Sean all that I did for CMA over the years. I could actually see the lightbulb brighten over his head and the letter “S” (Sucker) being branded on my forehead.

After officially becoming members in December, Sean asked if I would help with a few fun projects. Of course I would. I also published an article for my magazine about their youth sailing program where I had the opportunity to mingle with many of the coaches and parents of the team. I attended the general membership meeting even when Clint was out of town and slowly made some good friends.

The annual meeting was coming up the beginning of June and the election committee was looking for nominees. I began getting e-mails from Sean and a new friend Sandrine asking if I was interested in becoming Secretary. No, was my initial response simply based on time commitment. Emails began coming from the current secretary outlining the job description and the time she puts into the position. I continued to hesitate until Sean contacted me and said, “Come on, it should be fun. Very laid back.” Sean would become the new Commodore and he and I got along very well.

So here was my theory. A club of a thousand members should have multiple candidates running. I would put my name into the hat and when no one knew who the heck I was they would vote for the other person and I could say, “Well I gave it my best shot.” It was good in theory.

After I agreed to run I was asked to come in for an interview before the entire elections committee. Interview??? The chairman assured me it was no big deal. So I arrived, sweaty from a day of sailing, greeted by 10 people sitting around a table with my seat at the head. Holy Crap!!!! Now what. They asked me about my volunteer background. What I knew about websites? Have I ever put a newsletter together? Did I help other committees when they were in need? And the kicker, Why did I want to become Secretary? Well I couldn’t really answer that last question honestly because truly I was still on the fence about the entire thing.

Two days later I found out that I was the ONLY candidate for Secretary and congratulations were in order. I would be contacted by the club’s photographer to set up a photo shoot! WHAT????? And oh by the way, do I have a blue blazer to wear to the shoot. Oh heck no!!! Blue Blazer????



So wearing a black blazer (that’s all I had), make-up and lots of hairspray I arrived for the photo shoot to find lights, backdrops, those umbrella things to defuse the flash and a photographer with multiple cameras. For 20 mins he talked me though the entire shoot snapping picture after picture. He would send me the proofs to choose the one I wanted up on the wall. Did I mention I hate getting my picture taken?

Up next was the annual meeting. I volunteered to play a role in that meeting as a timekeeper for the speakers and debates for the by-laws changes, fee increases

and candidate speeches. Yep, you guessed it. I had to give a speech. I had two minutes to tell over a hundred people why they should cast their vote for me as Secretary. Now you may think that I like public speaking but in fact I do not. I practiced for 4 days prior and I still fumbled my way through. By the end of the evening I was Secretary Elect. There was still one more thing I needed to do. Attend the installation ceremony.

One day over a beer, I asked Sean what happened to the laid back, unpretentious club I joined. Laughing he told me that once a year they breakout all the pomp and circumstance so just go with the flow. It would all be over soon.



With that running through my head, on an extremely hot and muggy evening of the super moon, I once again downed the make-up and even a hair piece, to be installed as the new Secretary for CGSC. There were presentations to all the key committee chairs and special volunteers, recognition of the current bridge and the passing of the officer flag to the new bridge. The flags were lowered from the main flag pole as this process was commencing then raised when the new bridge took office. At the same time a flag was being raised on Tri Dreaming signaling that I was a Secretary of the club. A small cannon was then fired ending the pomp and circumstance.

We all gathered in the meeting hall where this all began for me, for a sit down dinner followed by a night of dancing.



I'm not quite sure what I truly got myself into. I attended a board meeting as a guess and quickly learned that it's all about managing a budget. My first board meeting isn't for two more weeks. This is going to be a whole new experience for me. One that I'm going to try to embrace. There is tons of politics that I will have to navigate and even more personalities. For now, I'm going to sit back, observe and stop raising my hand for special

projects.... Yeah Right.

Stay tuned.



2013 FOURTH OF JULY RENDEZVOUS

The Annual July 4th Rendezvous will be held at the Way's. The event will start at 2:00 PM after the Shady Side Parade. You are welcome to come ahead of time to enjoy the parade that starts at 10:00 AM. You are also welcome to stay overnight on Wednesday evening (July 3rd), and/or stay overnight on the 4th, whatever meets your sailing schedule.

CMA members are welcomed to use the Way dock or anchor out and dinghy in. Please bring a side dish: (Appetizers, Salad, Vegetables or a Dessert) to share, and your favorite choice of beer and/or wine. Soft drinks will be provided by CMA. Dave will grill chicken, hamburgers, and franks (provided by CMA). Food will be served around 4:00 PM. Please RSVP if you plan to come, 410-867-2814 or davevway@comcast.net.

Directions by land:

Exit Rt. 50 at Aris Allen Blvd. Route 665 (Exit 22), and proceed to Route 2 South. Continue on Rt. 2 until Rt. 214 (Central Ave.). Turn left onto Rt. 214 East continue to Muddy Creek Road (Rt. 468 South). Turn right onto Rt. 468 and follow for about 15 minutes through the Galesville traffic light and the Churchton traffic light where Muddy Creek Road changes its name to Shady Side Road. Shady Side Road will be closed 10:00 AM – Noon for the Shady Side Parade. Once you pass the Shady Side Fire House, at the fourth left turn onto Steamboat Rd. (there will be a sign on the right saying Chesapeake Yacht Club) and proceed about ¾ mile. Turn left on Thomas Drive that will run into Hine Drive. Proceed to the 6th house on the left (4919 Hine Dr.), just before John Marshall Park. You can park in the Way's driveway or at the Community Park parking lot next to the house.

Directions by sea:

From West River #1 proceed toward Galesville. At Red marker #6 bear to port and pass Chesapeake YC. Continue to bear to port on South Creek and stop at the Way's dock (first house after John Marshall Park and community dock). Look for the Corsair 31. MLW is about 5 ft. from the Yacht Club to the Way's dock.

PLEASE CIRCULATE TO ALL CMA MEMBERS



From our membership chair...

News and Dues

Thanks to those members who've responded to my reminders, sent in their dues and remain CMA members* in good standing.

Welcome aboard to our new members. Please understand that CMA is a very social group with a multihull problem. Among us are cruisers, racers, trailer sailors, day sailors, gunkholers and builders sailing a wide variety of catamarans and trimarans. Many have years of experience with boat handling, sail trim, navigation, maintenance, mechanics, electronics and those damned outboard motors that be-devil most of us. You name it and there's someone in this Association who has been there, done that and only too happy to share the experience with you.

So please, help me make your introduction to the group. We'd love to know more about you, your boat, your crew (kids and pets included) and your sailing interests: cruising, gunkholing, racing, day sailing, rendezvous, etc. What delights you about sailing your boat? And what troubles you about sailing your boat. CMA members want to make your sailing and ownership experience richer and more enjoyable. Please make an effort to send me pictures and a note about your sailing experience, interests or problems and with your permission, I'll post them here in the newsletter. Thanks in advance.

Wishing all of you a fast and safe season.

Jim Nealey, CMA membership chair

Make those checks payable to: Chesapeake Multihull Association

Mail those checks to me at: 542 Devonshire Court, Severna Park, Maryland 21146

Note: Please include the renewal form with your check. You'll find the link on the home page.

If there are no changes in your contact information, no need to fill out the complete renewal application, simply enter your name.



Chesapeake Multihull Association

APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL

<input type="checkbox"/> <i>New Application</i>		<input type="checkbox"/> <i>Renewal</i>		<input type="checkbox"/> <i>Correction</i>	
Name(s) (as you wish it to appear on the roster)					
Street			Boat Type/Model		
City			Boat Name		
State/Zip Code			Manufacturer/Designer		
Home Phone			Year and Rig		
Business Phone			LOA		Sail #
E-mail Address			<input type="checkbox"/> <i>Catamaran</i>		<input type="checkbox"/> <i>Trimaran</i>
			<input type="checkbox"/> <i>Mono</i>		<input type="checkbox"/> <i>Proa</i>
Home Port			Sailing Interests (Check all)		
			<input type="checkbox"/> Local Racing		<input type="checkbox"/> National Racing
			<input type="checkbox"/> Local Cruising		<input type="checkbox"/> Long Distance Cruising
How did you hear about CMA?					
Cost					
			General Membership		_____ \$25.00
			General Membership (outside 200 miles from Annapolis)		_____ \$20.00
			Racing Fee		_____ \$20.00
					_____ Total
Send application and check to: Jim Nealey CMA Membership 542 Devonshire Court Severna Park, MD 21146					

Final Comments

It's incredibly hard for me to believe that a third of the summer of 2013 is now past, based on my rough approximation of Memorial Day weekend to Labor Day weekend! I've been very fortunate to get out on the Bay racing for several events so far with my crew, including 2 crew new to Bay racing. I'm looking forward to participating in many more events throughout the duration of the season.

Excitement for the upcoming 34th America's Cup racing shifts into high gear with Louis Vuitton racing events in July-August to select a challenger and then the actual Cup, 2 races per day, being conducted from 07 to 14-21 September! The recent issue of Sail magazine was devoted to the 34th America's Cup, and is recommend reading to all to get some background on these amazing racing machines!

I again request that all readers, including our many CMA members and friends, please feel free to contribute any text and/or photos that you believe the readership may enjoy. Possible topics might include: cruising or day sailing adventures, racing accounts, great overnight anchorages, and favorite food and/or beverage recipes when you are out on your boat. Additionally, any contributions describing preparing the boat for the season on the water, or recommendations for regional boatyards, riggers, mechanics, etc. would be very welcome!

I continue to highly recommend you to check out the CMA website (www.chesapeakeMULTIHULLS.org), which has a tremendous store of information, including club history, racing and cruising information, an image gallery and videos, current classified advertisements, and our CMA sponsors logos. My hope is that the CMA Newsletter will complement the CMA website, and will be of value to our membership. Additionally, I also anticipate that our website, with the embedded current and previous issues of the Newsletter, may attract the attention of those who are considering getting involved in sailing multihull sailboats (CMA will always need to attract and welcome new members).

I want to especially thank Gary Spesard, Keith Chapman, and Terry Boram for their outstanding contributions to this summer issue of the 2013 CMA Newsletter!

Finally, the CMA Cruising Chair position is now vacant. I want to extend a special plea to all to consider volunteering to assume that position. Responsibilities are minimal (many of us will step up to offer help), and I'm sure the membership would support any events that would be planned. One possibility would be building on the "raft-ups" after racing events, such as group snacks, potluck meals, and drinks at the gathering. I suspect all would have a great time!

Ultimately, any errors or oversights in this issue are mine alone. Please let me know your thoughts...

I look forward to seeing (and meeting) you all out on the Bay this season...

Dana Stoffregen
Rear Commodore

Note: Please consult the CMA Website for current classified ads, including crew available/desired and boats/gear available. All Sponsors Logos are also available on the Website.