



CHESAPEAKE MULTIHULL ASSOCIATION

NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

VOLUME XXXIII NUMBER 10

Dec 2009

Commodore's Report

Jim Nealey - Commodore

Save the date; Sunday, December 13th for our **annual Christmas Party** at the home of Jere and Doris Glover, 1005 York Lane, Annapolis, Maryland 21403. The fun begins at 4pm. It's a pot-luck affair so please bring a side dish, salad or desert for six. CMA will provide the entrée and drinks. It has come to my attention that 'Santa' will be visiting the Glover's neighborhood aboard a fire engine that evening so please navigate with care as children will be out to greet the old elf. And for you last minute shoppers, I will have CMA burgees on hand for purchase. Hope to see you there.

Also on the agenda for Sunday evening; our nominating committee, headed by Vice Commodore, Larry Forgy will present nominees for our new slate of officers and board members so that the general membership may vote on these nominees at our Annual Meeting scheduled for January 31st, 2010 at the Annapolis Public Library. Many thanks to those nominees who have offered to serve. Your help is most welcome.

At our last meeting, November 22nd, our club visited Performance Cruising, the manufacturing facilities for the Gemini Catamaran and the Telstar trimaran. Our host for the tour was broker, Tommy Smith (no relation to members and owners, Tony & Susan Smith) who took us through the factory to see first hand the molds and assembly process for the Gemini Catamaran and later, a tour of the docks. Aside from the factory tour, it was interesting to note that Performance Cruising is now also in partnership with catamarans.com, a brokerage for multihulls of all makes and there are a variety of multihulls both new and used on display.

At this writing, there is no speaker scheduled for our January meeting. If you have ideas, contacts or an interest in a particular subject, rigging, electronics, repairs or maintenance, please let Vice Commodore, Larry Forgy know and we will try to schedule speakers over the winter that our membership will find useful.

Many of you will begin your haul-out and repairs over the winter season. If you have a project that may be of interest to other multihull owners, please don't hesitate to share your pictures and hard-earned experience with the membership. Our newsletter editor, Gary Spesard would love to hear from you.

And while we're dreaming of next season, our cruising coordinator, Terry Boram would like to hear your ideas for a cruising destination or activity for next season. Our club's next cruise could be a visit to a quiet gunkhole or a rendezvous at an event on the water or ashore. Winter is a great time to plan for these events so that we can make the necessary arrangements and allow our members to schedule their 2010 sailing season.

Wishing you all a happy and safe holiday season.
Cheers, Jim Nealey

Quote of the Month



"As I sat on a sunny bank, On Christmas Day in the morning, I spied three ships come sailing by"

- unknown

At a Glance

Upcoming CMA Events

December: 13th, 2009 Sunday
CMA Annual Christmas Party
Sunday 4:00pm at the Glover's.

January 31st, 2010 Sunday
BOD 1:30pm/Annual Meeting
2:00 to 4:00pm at Annapolis Public Library

February: 28th, 2010 Sunday
Annapolis Public Library

March: 28th 2010 Sunday
Racer's meeting
Annapolis Public Library

April: (Time/Place TBD) Spring Awards
Banquet

December Meeting

CMA Annual Christmas Party

Sunday, December 13th 4:00 P.M.

The Glovers have graciously invited us to their home again this year to celebrate the CMA Annual Christmas gathering. Please bring your favorite appetizer, salad, vegetable or dessert to share. CMA will provide the meat and beverages. We would love to see everyone there!

Directions to the home of Jere and Doris Glover. From Baltimore: take I-97 to Route 50 East toward Annapolis to Exit 22 – Aris T.Allen Boulevard approximately two miles. (Do not get off on Riva Road) Aris T. Allen Blvd. connects with Forest Drive at the first traffic light. Continue east on Forest Drive approximately three miles. You will

see a Giant Shopping Center on your left. Turn left at the second street – Carrollton Road. Stay on Carrollton Road around past the golf course. Take the first right after the golf course onto Ogleton. Turn left at the third street – “York Lane”. Ours is the first house on the left. Look for “THE GLOVERS” on the mailbox. Please RSVP by Thursday, December 10th to jerewglover@msn.com or home phone (410) 268-2872. We look forward to seeing you on Sunday the 13th.

"Santa" will be coming through the neighborhood on a fire truck at 4:00-the same time as CMA's party starts. Ask everyone to watch for the children and be careful since we will be sharing the road with lots of little kids.

Website

Terry and Clint Boram
www.chesapeakeMULTIHULLS.org

It's time to take our website to a new level. One that is eye appealing and full of articles that shows everyone visiting what we are all about. The Board of Directors overwhelmingly gave us their full support to move the website to a more updated software that will allow more pictures and interactions with our viewers. We are currently working on the new site but find that we need your help.

Wanted
Pictures
Articles
Blogs
Calendar events
Links
Technical Information

...anything that you want to share is welcomed. Send to chesapeakeMULTIHULLS@gmail.com. We are working for you.

Clint and Terry
Webmasters

Secretary's Report

Terry Boram

Date: November 22, 2009
Location: West End Grill
Attendees: Jim Nealey – Commodore
Tim Layne – Fleet Captain
Larry Forgy – Vice Commodore
Rob Blesse - Board Member
Gary Spesard – Rear Commodore
John Morfit - Board Member
David Way – Treasurer
Jere Glove – Past Commodore
Terry Boram – Secretary
Kiyoshi Mizuchi - Board Member

Board of Directors Order of Business

- Review/Approval of Past Minutes: Reviewed. Motion to approve. Motion carried
- Commodore's Remarks:
 - Constitution and Bylaws - The Bylaws are ready to be voted upon by the general membership. John Morfit addressed several grammatical errors. They were minor so changes can be made without resubmitting to the general membership. John also questioned the intent of the wording under Article VI of the Constitution. Jere Glover stated that the wording is standard for this type of organization. No change is needed to Article VI.
 - Elections - Larry Forgy, Gary Spesard and Jim Nealey have finalized the nominations for the 2010 Board of Directors and Standing Committees. They will post these nominations in the next newsletter.
 - Christmas Party - Jere and Doris Glover will again host our Christmas party. Further details will be placed in the newsletter.

- Facebook - After a brief discussion the creation of a Chesapeake Multihull Association Facebook Fan Page was approved. Terry and Clint Boram will establish and maintain.
- Vice Commodore Report: No Report
- Rear Commodore Report: No Report
- Treasurer Report:
Submitted to the BOD
- Secretary Report: No Report
- Membership Report: No Report
- Fleet Captain's Report:
 - Jim Nealey will make sure that our CBYRA membership is paid.
 - Tim distributed the CBYRA 2010 race schedule
- Cruising Coordinator's Report: Terry and Clint have received several suggestions for next year's cruising season. They have asked for more time to discuss this at January's Board of Director's meeting.
- Board of Director's Report: No report
- Past Commodore's Report: No report
- Old Business:
 - Website - After working with iWeb for several hours Terry and Clint do not believe that this is the proper software to use to rebuild our website. They will investigate other options but let the board know up front that they may be coming to them for funding to purchase software. All present were supportive of this pursuit.
 - Picture - If anyone has any pictures from racing or cruising please send them to Terry.
- New Business: No new business

Meeting adjourned at 1:45pm.

Respectfully Submitted,

Terry Boram
Secretary

General Meeting at Performance Cruising

A motion to approve the By-laws was made. After a second the motion carried.

Tommy Smith of Performance Cruising guided us on a tour of the Gemini production line.

Respectfully Submitted,
Terry Boram
Secretary Cruising

Cruising Corner

by Terry and Clint Boram



It's that time of year when we reflect on the past season and dream about the next. We remember the trips we made, the people we met and the journey to and fro. Some will be thinking about missed opportunities. The places you wanted to go but couldn't get the time off from work or maybe the trips you didn't do because of the weather forecast that turned out completely wrong. As the saying goes "There is always next season." That is what your club is already planning for. Here is what we are working on:

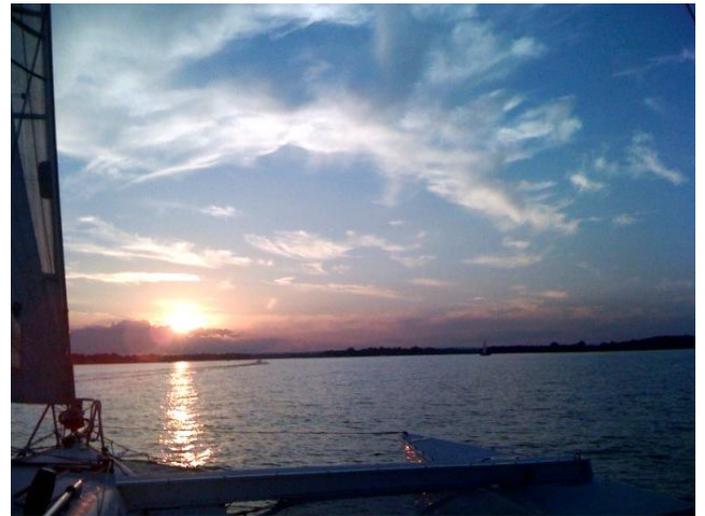
Fun "Race"

The thought of racing your multihull has probably crossed your mind several times during the course of the season. Then you remember all the reasons

you don't race; securing crew, leaving the family for the weekend, taxing already worn cruising sails...the list can go on and on. Your CMA would like to have a Fun "Race" for cruisers and racers alike. The whole point of the "race" will be to get to the party at the end. Several ideas have already been thrown on the table for this type of event from where to go and how to race. Do you have any thoughts or suggestions? Does this interest you?

Week Long Cruise

Are you already planning next year's summer vacation? How about a flotilla? Several members have already come to us saying that they would love to do some longer distance trips with a group of multihulls. Currently Norfolk is at the top of our destination list. Interested?



Beach Party

The best thing about having a multihull is that we can get in close to shore. Several members have suggested a beach party with the club supplying the main course and adult beverages with everyone sailing in bringing a dish. That sounds like a lot of fun. Does anyone have a destination in mind? We will be researching Pleasure Island off of Hart Miller Island. Send your suggestions our way.

Land Destinations

There has been an expressed interest in destination sailing with dinner on shore. We will be contacting marinas up and down the bay to see who can accommodate multihulls. If you have suggestions send them our way.

Cruising with our Race Fleet

There are several opportunities during the season to support our racing fleet. Last season we did St. Michaels and the Cedar Point Race. Both offer excellent opportunities for rafting up, mingling with the racing fleet and a land party to boot. These will definitely be on the schedule in 2010. We will be working closely with the new Fleet Captain to see where the Cruising Fleet can support our Racing Fleet.



We want your voice to be heard. Drop us a line at chesapeakemultihulls@gmail.com. At either the January or February General Meeting we will be discussing the upcoming cruising season. Stay tuned for that date. We look forward to seeing you there.

Terry and Clint Boram
Cruising Coordinators

Racing

Tim Layne – Fleet Captain

The HdGYC Fall Regatta Race

10/03/09

Finish	Boat	Skipper	Adj Time
1st	Rascal	Jim Parrott	00:00:00
2nd	LionFish	Jim Albert	DSQ

Light winds on Saturday delayed our start until they filled in from the west and eventually shifted south at 5-10 knots. The multihulls (Lionfish and Rascal) were in the first start. Jim and Maggie Parrot won the race and unfortunately I was DSQ for sailing the wrong course. I sailed the spin course out of habit and I did not notice that the RC had written "multi" on the course board after the non-spin marks. My only consolation was that I beat all boats including the big monohulls to the weather mark in the light air. Jim and Maggie received a very nice duck decoy carved by one of the Havre de Grace craftsman. As usual the party had great food and music. There was a fitting memorial tribute to club member John Heffner (the regatta was renamed for John in 2008) who was very active in Chesapeake Bay racing. I am looking forward to reading what the course board has to say next year.

Ironically, a small craft advisory was posted all day for Saturday when we had the light winds. The warning was cancelled for Sunday and then we had winds of 15 gusting to 20 for our regular Sunday afternoon club race.

- Jim Albert

The Baltimore Harbor Leukemia Cup

10/24/09

Finish	Boat	Skipper	Adj Time
1st	Fitness Resource	David Nees	00:00:00
2nd	Triple Threat	Tim Lyons	00:01:18
3rd	Wild Card	Tim Layne	00:01:54
4th	Temple/Wind	Doug Dykman	00:08:03
5th	Rascal	Jim Parrott	00:11:54
6th	Tardis	John Morfit	00:12:34
7th	Reboot	Kurt Koenig	00:29:52
8th	Silver Star	Robert Gamble	00:33:43
DNF	Lola3	Russ Wesdyk	No time
DNC	triangle	Gary Spesard	No time



Fitness Resource - before the bridge, chasing Triple Threat.

Saturday was VERY windy heading downwind from West River to the rendezvous area near Baltimore light. We were hitting 14 - 17 kts with just main and jib. The waves were big enough to generate some pretty good, bow down surfs with the bows stuffing in the backs of the next wave. By the time we reached Balt light we were certain we wouldn't be pulling the spin out that day. We were so early that we took the sails down to wait. Added to the wait time was a delay to let competitors from Baltimore get to the start area. The committee set a fully downwind course; I guess to help preserve gear. We had a mediocre start but beat Triple Threat and Temple of the Wind (Temple) over the line.

Tim Layne on Wild Card, the R33, got a great start as he usually does and took off ahead of everyone. We watched as Triple Threat and Temple set their spins and take off; everyone on port gibe heading

up the bay towards the eastern shore. The word on Fitness Resource was that they were headed for disaster. Anyway after about 10 minutes and no disaster I pointed out that we were getting further and the other three boats were disappearing. So, we got out the spin, had to run the sheets and the tape and hook everything up. We got it set and the boat took off.

Almost immediately we jibed west following Wild Card and Triple Threat to make the first mark. Temple kept going way NE and were never in the mix again-not sure what their thinking was as they couldn't fly their spin when they jibed to go west, back across the bay.

We steadily closed on Triple Threat as we roared west across the bay, hitting our top speed of 19.8 kts (haven't quite topped 20 kts yet!).

The spray was really flying and occasionally we would stuff both bows solidly into a wave, slowing down like a beach cat. Bob Orr was trimming the spin, David Taylor was grinding and we told Bob to be ready to let the spin fly if called for as that would be the only thing we could do if the sterns started to lift. The bows stuffed regularly, but I never felt the sterns lift in a dangerous way and never felt the steering go away. Steering took a lot of work to stay ahead of the gusts and wave action so they wouldn't slew the boat around and heat us up. After rounding R16 just south of Bodkin Pt. we headed for G23 where we would turn more west to head into the Patapsco. It didn't look like the spin could be carried after G23 so we prepared to drop it. Triple Threat kept going under spin way beyond the mark which put them to the north side of the river. We proceeded to do our drop and something or a combination of things went wrong and the spin went into the water under the front beam. Chris, Bob and David wound up on the tramp wrestling with it. Roger asked me what do we do and I said, "Hell, I don't know, I've never done this before!" Which wasn't quite true, but I wasn't remembering the first time at that point. As the spin filled up with water, we came to a halt, even in the high winds. I tried to head up to feather, but that made it worse up on the tramp. After much wrestling, Chris and David got the rest of the spin down and under control. Bob leaned over the front beam and began the Herculean effort to drag one edge of the spin up.

Gradually he got the "scoop" deflated and pulled it up and the boat took off again. To my great relief the spinnaker came through unscathed. I had visions of another torn sail at the end of the year. Arghhh!

Now we were on a close reach heading for a green buoy nestled up on the south side of the Patapsco just before the bridge. Triple Threat was having to come up to the mark close hauled as they went so far beyond the turning mark. We had speed on them and continued to close. It was in the river that we both closed on Wild Card as it slowed as the wind eased. Part of the way to the mark by the bridge, we put the spin up again (a courageous move on the crew's part after wrestling with the shrimped spinnaker). Triple Threat also put their's up but we closed on them by the time we went under the bridge. Then we had quite a dual with me trying to go underneath three times to no avail. Finally I told David and Bob to sheet it in and sharply cut across their sterns to attack from the windward side. Before I could complete the move the spin back winded and put on the brakes. Now they were about 30 yards ahead and I was beginning to sound salty. We again closed and attacked to windward, only to get back winded as they defended; then a third unsuccessful try. Finally I got Chris over to help pull the sheet while David ground the winch and told them to trim hard earlier when I just began the move so they could stay ahead of the wind and keep from luffing/collapsing. This time we didn't backwind and they didn't defend as aggressively, having decided that we couldn't carry the spin as high as they could. Well, to everyone's surprise (including us), we wound up along side of them and able to defend a couple of half hearted attacks.

Triple Threat rightly determined that a luffing duel would take us both off course and Wild Card would correct out over both of us, so they headed down a bit to go into the inner harbor. We went ahead and after a few accordion closing and opening of the distance between us, we got safely ahead of them. Then it was a matter of working our way through the very confused wind shifts, lulls and puffs to get to the finish line. With aggressive sheeting we kept the spin up through the finish line.

We tied up with Triple Threat and Temple at Inner Harbor East Marina and later went to the party to learn that we had won by 7 seconds over Triple Threat with Tim Layne on Wild Card in third. The actual time was over a minute upon recalculation, but we enjoyed giving a certain crew members of Triple Threat lots of ribbing about those seven seconds.

Chris and I retired by 9:30 and Dave and Bob sampled a little partying with Triple's crew; we had a quite comfortable night aboard and all got a good sleep.

- David Nees

The Baltimore Harbor Fall Back 10/25 2009

Finish	Boat	Skipper	Adj Time
1st	Fitness Resource	David Nees	00:00:00
2nd	Wild Card	Tim Layne	00:00:09
3rd	Temple/Wind	Doug Dykman	00:33:08
4th	Tardis	John Morfit	00:41:16
DNF	Triple Threat	Tim Lyons	No time
DNC	Lola3	Russ Wesdyk	No time



Sunday, we enjoyed a great breakfast at Jimmy's and headed out to the start. The start was moved down to just before the bridge to give us all a windward leg back up the river to G6 just in front of Ft. McHenry.

It was 7 to 12 kts and shifty and made for an interesting tacking duel with Triple Threat, Temple and Wild Card. No one could keep up with Wild Card, but we managed to round the buoy ahead of the other two yachts. What was interesting was that, going upwind, the advantage would continue to shift between yachts as each of us gained from some "private" wind gust or shift so no one could see a clear advantage until we got very close. It was also interesting to throw a couple freighters and barges into the mix in figuring out the tactics.

We got the boards up after rounding the buoy (yes, they go up and down!) and set off. It stayed pretty even down wind, as this time Triple Threat was running their large monster spinnaker. They didn't really kill us with it, but stayed close. Down through the bridge they would close or fall back (along with Temple), more depending on who hit a wind line and who hit a small hole. All the while, Tim was out in front on Wild Card; it must get lonely out there.

We gybed to starboard before the bridge and went to the south side of the river, then gybed over and cut underneath (to the south) of the island fort after the bridge. After we cleared the fort, we made one gibe across to the south side of the river which put us on the layline to the last turning mark way out of the mouth, an unnamed lighthouse out from North Pt. That is when we lost the two chasing boats. They got into lighter winds, went too far on one gibe and generally put themselves out of contention.

We had the good fortune to be on the layline, which took us close to North Point and we got a good line of wind running out of a creek and ran with it most of the way to the lighthouse, where the committee boat had anchored to shorten the course. It was quite fortuitous as we could see everyone else behind slowing down in a dying breeze. The wind died for us as well as we were nearing the line. Triple Threat, with most of the crew under the

weather from a late night in Fells Point abandoned the race. Temple crawled their way to the finish. We think we covered Wild Card, by an incredibly close time of seven or eight seconds (this time for real).

It was an eventful weekend and a quite exciting race on Saturday. We learn more of what this cat can do every time we go out; especially in high winds. The boat is more capable than my courage at this point. We took all sails down on the way home to West River as the wind continued to die. On the way home, Chris Bolton ran us too close to the submarine that was anchored out from the Severn which caused the security patrol to head over to us in a hurry, but it was all good.

- David Nees

Wanted

Windrider 17. Please call: 315 521-1903, or email: rbuettgens@frontiernet.net

For Sale

"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 Mike Stevens, Mike@catamarans.com. mobile: (410) 533-5147



2009 CMA Board Members

Commodore	Jim Nealey jim@storyboardnow.com	410-729-0481
Vice Commodore	Larry Forgy lforgy@bizoip.com	202-258-5903
Rear Commodore/Newsletter Editor:	Gary Spesard Gary.Spesard@qg.com	703-585-9265
Treasurer	Dave Way davevway@comcast.net	410-867-2814
Secretary/Cruising Coordinator	Terry Boram 2mdsailors@comcast.net	410-935-0537
Fleet Captain	Tim Layne hyperships@yahoo.com	410-761-4980
Past Commodore	Gene Freund f28noumena@verizon.net	410-750-3134
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Cruising Committee (Upper Bay)	Robert Gamble Robert_Gamble@agilent.com	302-234-0485
Cruising Committee (Lower Bay)	Bob Englert info@hi-techengraving.com	804-693-5191

The new burgees are here!



Just \$25 each

To purchase contact Jim Nealey
jim@storyboardnow.com

Dyform stainless steel Wire- 10 mm

Excellent for standing rigging and stronger than standard 1x19 wire. I have two 47.5 ft sections of brand new/never used wire. This type of wire was recently discontinued and is hard to come by. Sells for \$8-10 per foot, I will sell for \$6 per foot or best offer. Tim Lyons 410-804-1849

Chesapeake Bay Charter -- Catana C381 available for 5 - 7 day weekly Charters at \$2,900 and 3 day weekend rates at \$2,100 in 2008. And for weekend getaways, we are also making her available as a Boat and Breakfast in Georgetown Yacht Basin (on the Sassafras) on our mooring at \$120 per night. Please contact us for reservations at 302-290-1066 or rcgamble@hotmail.com or visit our website at www.rcgamble.com for more details.

49' Ocean Catamaran '00, Millennium Dragon built in the USA by Ocean Catamarans, Inc. Standard hull with custom interior, rig and bimini. Constructed in 1998-99 and launched for the millennium. Set up for single handling. This world cruiser was hauled recently for bottom paint, mechanical maintenance and scheduled replacement of sail drive rubber diaphragms. Much more information available at: www.wingsailor.com. Temporary mooring in SW Florida can be negotiated as part of sale. Contact Captain Roger Strube at wingsailorflorida@yahoo.com or 941.639.6232

2009 CMA Racing Schedule

5/23	Annapolis to Miles River MRYC
5/24	Miles River Back RRBC
6/13	Leukemia Cup EYC
6/27/28	Northern Bay GSA
7/11	Annapolis to Baltimore MRSA
7/12	Balt Lighthouse Classic RCRA
7/17	Solomon's EYC
7/19/20/21	SMSA Screwpile (non-highpoint)
7/31	Gov Cup SMCSA
8/22	Cedar Point GIYS
9/12	Oxford NASS
9/13	Hammond Memorial TAYC
10/3	HdGYC Fall (non-highpoint)
10/24	Baltimore Leukemia Cup BCYA
10/25	Baltimore Harbor fall back RCRA

APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL			
(Circle One)	<i>New Application</i>	<i>Renewal</i>	<i>Correction</i>
Name(s) (as you wish it to appear in 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:		(Circle): <i>Cat Tri Mono Proa</i>	
Newsletter preference (circle):		Sailing Interests:	
<i>Email file</i>			
<i>email me with link</i>			
Home Port:			
How did You hear about CMA?		Questions/Comments:	
Send form with check for \$25, or 20 if more than 200 miles from Annapolis, MD, (plus \$20 racing fee, if applicable) to: John Wayshner, CMA Membership, 1435 E.W. Shady Side Rd, Shady Side, MD 20764.			

CHESAPEAKE MULTIHULL ASSOCIATION

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