



CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

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

February 2010

From the Helm

Larry Forgy - Commodore

CMA is starting a new year in great condition, thanks to our past Commodore, Jim Nealey, and the other officers, board members, and most of all, the club members who have contributed time and energy to make this a wonderful past year. It's a hard act to follow, but I think we have opportunities to make it an even better year to come.

With the excitement and buzz from the astounding performance of the multihulls that just competed for the America's Cup, there is likely to be increased attention to multihulls and their superior performance. For those of you that missed it, the American trimaran beat the Swiss catamaran 2-0 to bring the cup back to the U.S. During the races, both boats did better than three times windspeed, and even did twice the windspeed going to windward! I predict a lot more interest in us on the racecourse. We are already the fastest growing fleet in Chesapeake Bay racing, and I would not be surprised to see more multihulls turning out and more yacht clubs wooing us for their races. Our new fleet captain, Doug Dykman, has been doing a great job of setting up our racing schedule for the coming season.

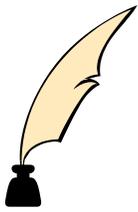
But CMA is not just about racing. There are plans afoot to grow our cruising activities with more events, more organization, more financial support from the club, more camaraderie, and just plain more fun. If you haven't done so, check the cruising page of our web site to learn about the excellent activities that Terry Boram, our Rear Commodore and Cruising Coordinator has in the works. A couple of new rendezvous are being planned this year, with plenty of advance notice and club support. There will be good food, good parties, and maybe a CMA t-shirt or cap for each cruiser.

All of us are really dedicated to building the cruising program for the club, in part because it is a great way to build a community among multihull sailors on the Bay. There are a lot of cats and tris on the Bay that either know nothing about us or feel that we have nothing to offer them. It would be great if more of them felt that CMA was a good home club for them, and it might bring out a few new racers as well. We might even be able to expand our ties to the beach cat community as well. Several large multi owners came from that group, and many of them crew on larger boats as well.

Our next meeting on Sunday, Feb. 28, will be about cruising. See the notice below and on the web site (which you of course have bookmarked!). As usual, we will have a Board of Directors meeting in the hour before the meeting and all are welcome to attend, and even more welcome to step forward and volunteer to get involved in club activities.

Finally, a gentle reminder to those of you who have not yet paid your dues. You know who you are. I am semi confident that someday the snow will melt and we will be sailing again.

Larry Forgy
Commodore



Quote of the Month

“If one does not know to which port one is sailing, no wind is favorable.” Roman philosopher, mid-1st century AD

Upcoming CMA Events

February

27th [2009 High Point Awards Ceremony](#),
Herrington Harbor South

28th 1:30pm CMA Board of Director’s Meeting,
Annapolis Library West Street

28th 2:00pm CMA General Membership
Meeting, Annapolis Library West Street.
Guest speaker is Scott Ligon from the Seven
Seas Cruising Association. See Cruising
Section

March

28th 1:30pm CMA Board of Director’s Meeting,
Annapolis Library West Street

28th 2:00pm CMA General Membership
Meeting, Annapolis Library West Street.
This is our Annual Racers Meeting. Come to
discuss ratings, rules and schedule

Membership Matters

Jim Nealey

A friendly reminder to our members to renew your membership for 2010. Jim Nealey, is your new membership chair and aside from collecting your dues, asks that you take a moment to ensure that we have your preferred contact information on your membership form. Many thanks in advance for your prompt registration.

[Membership Application](#)

Website

Terry and Clint Boram

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

Our website is going through a growing spurt. If you haven’t been to our website recently check it out. We are working hard to make it more eye catching, user friendly and relevant. Some of the changes include:

- A Networking page where you can easily access our Yahoo Group, FaceBook page and other multihull forums
- An improved Links page grouped by topics
- Current race schedules and cruising information.

We have a long way to go to get this site where we think it should be. In the coming months we hope to have the ability to pay for membership and burgees on-line and a Members Page where you can upload your own photos and blog information.

Your suggestions and comments are always welcomed. Send them to us at chesapeakeMULTIHULLS@gmail.com

Cruising Terry and Clint Boram – Cruising Chairs

There is so much to look forward to this season. The CMA Board Members are dedicated to increasing participation in our cruising program.

We are first going to begin with a guest speaker in February from the Seven Seas Cruising Association. Scott Ligon and his wife Tina live in Annapolis area and sail a Manta catamaran. Besides talking about the regular SSCA key points Scott will touch on how useful the SSCA Cruising Stations can be in preparing for a cruise. We might even be able to ask Scott about his upcoming trips to Maine/Long Island Sound/Canda and Bahamas/ Cuba/Dominican Republic.

Following our guest speaker we will talk about the upcoming CMA Cruising program. Here is what we are working on and would love any other suggestions.

➡Cruise to [Haven Harbour Marina](#) on Swan Creek. This marina has picnic facilities, a pool, a restaurant, bath houses and even a VIP room if you choose not to stay on your boat. We are looking at three possible dates for this rendezvous. June 5th, July 24th and July 31st. We will discuss these further at our next meeting.

➡There will be a new venue for our 4th of July Rendezvous. Tim Lyons has kindly offered up his cove off the Severn. Dates have not been finalized yet but will be in conjunction with the fireworks display out of the Annapolis Harbor.

➡In this house we are racers turned cruisers. I'm sure many of you can relate. Some of you suggested a fun race for our cruising fleet (OK racing regulars. You can come too). In September there is a race to Queenstown that many cruisers participate in. Our intention is to contact the host club and get our group added to this event. Stay tuned.

➡Have you ever been to the northern Bay. It's beautiful. The weekend of October 2nd the Havre de Grace Yacht Club hosts one of the best parties, I mean races on the bay. We have several members from that area that would love to see us all come their way for a change. Mark your calendars now.

Racing Doug Dykman – Fleet Captain

As we all struggle through the winter, planning for the summer season has begun. The current proposed schedule of races is now posted on our website and can be found on the last page of this newsletter. Note that we are working on clarifying the rules for the three “major” racing trophies. There is discussion about adding Annapolis Race Week [Labor Day Weekend] to the schedule on a trial basis, as a non-High Point series of races. These will all be discussed at the February meeting. Updates and further details will be posted to the website as available. Remember, you must join CMA to obtain a rating and [CBYRA](#) to race qualify for the above trophies. For out of area boats that wish to participate in a single event, a courtesy rating can be obtained with reasonable notice. Instructions for obtaining a rating are on the website.

CBYRA membership gets you a Port Supply card [discount at West Marine] this year. [US Sailing](#) membership costs \$50 more if you obtain a CBYRA Golden Membership, but saves \$5 a race. The current version of “Racing Rules of Sailing” comes with US Sailing membership.

Thanks

Gary Spesard

Terry Boram is now taking over the Newsletter. Recently she asked a few questions, mostly about how, where and when I found information. This made me a little nostalgic about the past few years and how the Newsletter and I both evolved together.

When Bari and I first joined CMA, we had just acquired our Corsair 31 in the winter of 2003. I wanted a trimaran; Bari was looking catamaran. I liked the way the tri looks and also the way I hoped it would sail. We didn't even consider a mono (although my first sailboat was a little mono when I was a boy). We knew nothing about the Bay. We spent the 2004 season sailing between the Bay Bridge, Shadyside and St. Michaels, mostly just the two of us learning the boat by trial and error, never used the spinnaker once. We eventually decided we would attend a CMA meeting (neither of us eager "joiners") hoping that meeting other folks with similar boats could help us do better.



At our first meeting we were "encouraged" to become involved in CMA -- you know, "come on out and race, you'll learn a lot." Truer words have never been spoken. Several members were very encouraging, but mostly I remember Commodore Dave Way and his wife Ruth, Jere Glover, Kiyoshi Mizuuchi and John Wayshner coaxing us out in those first few months.

Never having really raced before, we had almost no understanding of racing techniques/philosophies, never mind "rules." About all I recall about that first race was trying to keep track of other Corsairs (boats that looked like ours) and the near terror and panic of avoiding about a thousand other boats all going the wrong direction and trying to run into us. Finally the crowd of boats thinned out and I clearly remember Dave Way yelling over at us, "Come on, we're the next start. Just follow us." So off we went. We had a few photocopies of some "Green Book" pages (whatever that was) and those pages had a lot of unintelligible -- but very important -- information; a paper chart of the Bay which we (I) lost overboard before we were half finished with the course; and a very basic handheld hiking Garmin GPS, sans any decent kind of map. I finally gave up trying to figure out how to operate it. We (I) missed a mark somewhere along the course, but somehow found and crossed the finish line, on the wrong side of the RC boat, so I guess technically we really didn't cross the finish line and got our very first DNF. But we did find the "party"!

We did what most would -- joined a few races and just following lots of other boats of all types to new places up and down the Bay while having a lot of trials, tribulations and fun all while learning to appreciate what a great sailing boat we have. After that first race following Dave Way, I was hooked.

We've met a slew of people since then who have supported our desire to learn to sail/race and think of many as friends. One is Steve Marsh of the Finishline in Florida -- we met him at our first Annapolis Boat Show and he put us in contact with his new Regional Corsair Rep., Pat Hogan, who came aboard to help us learn some valuable ins and outs, as well as provide some real sailing experience/expertise over the years. Pat's wife, Jane, is one of our favorite crew!

Several other CMA members have in one way or another been instrumental in our "education" and our pure joy of sailing: Gene Freund, Larry Forgy, Jim Nealey, Dana Stoffregen, Doug Dykman, David Kew and many others I can't think of at the moment so forgive me if I left you out. And we have built a lot of good friendships as a result of joining and being involved with you all. We feel we have received much more in return than we have contributed.

So the sailing has been great, the people have been great, and for the better part of past three years, I have had the pleasure of putting together our CMA newsletter – a great experience I recommend to anyone. Putting together the newsletter is a little work, but it really has been a vehicle that allows us all to learn from each other. It has been all of you who have written, sent in articles and pictures and ideas that somehow brought it all together in time.

Thank you all for your friendship and your help with the Newsletter. I also want to thank the real editor, my wife Bari, for all her help not only on the Newsletter but letting me "be a sailor."

I know Terry (and Clint), with members' assistance and support, will take the newsletter to a whole new level.

The real message here is that the club is invaluable to enthusiasts, both racers and cruisers, and vital to refreshing our ranks every once in awhile. I am on to my next assignment and looking forward to helping out our new Commodore and seeing you all "out there" this coming season.

Gary Spesard

[Notes from the Newsgroup](#)

CMA has its own Yahoo newsgroup (<http://groups.yahoo.com/group/ChesapeakeMultihull> though anyone can join). Lots of good information is shared among members, much of it of interest to all of us. Here are some excerpts from the last month or so. There are lots more in the group archives. Join today.

An invitation to Race on the Chesapeake this Season

- I would love to bring my boat in your area for a few races. I sail the Scarab22 folding trimaran. It is a 10 hours drive from Montreal so I am more interested in 2 day events. A few questions: Is my boat big enough for your races? Can I use local launch ramps? I might need a crew, can you suggest anyone with local knowledge? Thanks! Olivier Blanc
- Oliver: We would love to have you join us. You would be the smallest boat that usually races in the fleet, but certainly are an acceptable size. The best put-in place is <http://www.dnr.state.md.us/publiclands/Southern/sandypoint.html>. Excellent ramps, overnight/weekend parking. Close to the starts of the below pairs of races and the overnight races. Our schedule is here: http://www.chesapeakemultihulls.org/2010_racing_schedule.htm

Sad to report another sinking and possibly one more coming

- A Gemini 105 at Ferry Point marina sunk last night from the weight of snow. Not sure who the owner is or if he/she is CMA member. There is also a Gemini 30 there that is in danger of sinking if we get any more snow. The cockpit is somewhat cleared but the bow is not and the boat is really bow down. There is huge lazerette on the prt bow of those things and its not a water-tight lid and once it starts filling it will overflow the lazerette and flood the entire port hull. Likely not a problem unless there is

more snow or the ice supporting it gives out under the bow... but one bit of bad luck could push it the wrong way in case anyone knows this guy.

- One of my neighbors said he weighed a cubic foot of our snow and got 20 lbs. He then checked out residential roof weight design limits - 40 lbs/square foot. . . . On my roof, I have about 19 lbs/sq ft and about 19 inches vertical depth. I would guess that some of the heaviest snow has been melted already, and some has blown away.

He's Back...

- So thanks to some good work by Chesapeake Rigging our new replacement mast went up as the blizzard started yesterday. By the time I heard about it (have checked before the snow started and assuming they did the smart thing and waited damn they are good to get that thing up in that!) it was snowing cats and dogs but the wife and kids wanted to see it so off we went (just down the street to where she is slipped). Happy to see their boat back in one piece I was informed that if I screwed up again and dropped another rig (or anything else) they were taking over! Give daughter #1 already kicked me to crew so she could drive the Snipe when we race, and daughter has the same gleam in here eye and helmed the F27 in a race already (try telling her it was just cruising class), I was concerned the threat was legitimate and I should watch my back.
 - Glad to hear that you are back, and you have your stick erect again!! You're brave to keep the boat in the water!! My part of the Magothy was frozen for a few days, and I haven't been out to check it since Friday. Yes, the snow is deep, and the weather cold. But it is already mid-February and April is almost here!! We missed you at the last CMA meeting. Maybe next month. Stay warm. Check what Terry has done to the website!!

Marinas

- Having been at Long Beach marina on Middle River for over 10 years, I am wondering what else is out there without breaking the bank. Long Beach is nice and I like it there, but 10 years is a long time to be cruising in the same place. My criteria are: Must have: sheltered from storms, such that I can leave her in the water year round (as I do now), secure from vandals, theft, within an hour's drive of Hunt Valley, less than \$3,000/year, incl 30 amp elec for my PDQ (36Ft by 18 ft by 3 ft min) (currently pay less than \$2500; slip is over 25 feet wide), free parking for at least 2 cars (of mine and my guests), full time staff, pump out, sandy beach within 5 mile sail (for the grandkids). Would like: ability to be hauled, service, some amenities (head and shower), fuel, floating docks. Anybody have any suggestions?
- Your post made me laugh (sorry). Last year we were on a search for a marina outside of Middle River (we're in Galloway Creek) that would accommodate our Contour 34 (24' beam) with pretty much the same requirements you have listed below. We are still in Middle River.

The closest we came was Gingerville Marina on South River. For us it was a very long motor to get out to good sailing. There is a bridge you need to get under. I believe the clearance was 55'. You might want to try there. Outside of that you need to jack your payment up above \$4,000 with many things a-la-carte.

[Unfair advantage? Team BMW Oracle Racing takes 'wind mapping' technology to the America's Cup](#) (Words and pics: [Gizmag.com](#) Emerging Technology Magazine)

By Loz Blain

20:31 February 4, 2010 PST

Imagine you're a competitive sailboat racer, about to go into the richest and most storied of all sailing races with a squillion-dollar boat and a razor-sharp crew. Now imagine somebody hands you a device that can quite literally map out the wind activity up to a kilometer out in front of you, showing wind speed, direction and turbulence - and giving you the almost supernatural ability to adjust your sails and take maximal advantage of a wind pattern before you even reach it. It's almost an unfair advantage, isn't it? Well, this is the situation that BMW Oracle Racing's Russell Coutts finds himself in as the team gears up to take on defending champions Alinghi in the 2010 America's Cup. The device is called a Racer's Edge laser wind sensor, and it's built around a technology base that's being used to optimize wind power generators. We caught up with Phil Rogers, CEO of Catch the Wind, Inc, to find out more.



Laser wind sensor - how it works

Catch the Wind's core technology is a laser system that can read wind speed and direction from up to a kilometer from the point at which it's measured. Put simply, here's how it works: a pure colored laser is fired into the atmosphere, where it starts to bounce off all sorts of particulate matter floating around in the air. These particles are moving in a particular direction and with a certain velocity that is an excellent approximation of the wind speed at that point - and when they bounce the laser waves back at the device, the doppler effect causes a slight wavelength shift in the returned light. This doppler shift is enough to calculate wind speed and direction at any given point.

The technology isn't new - in fact, Catch the Wind CEO Phil Rogers points out that "it was one of the first practical uses of lasers back in the sixties. But what we've done is to implement that technique in an all-fiber optic implementation which has resulted in a very lightweight, compact, rugged and affordable system that can survive a harsh environment."

Catch the Wind for green power

The technology's primary commercial use is for wind farms - Catch the Wind sells a unit called the Vindicator with a 300-meter range. With incoming wind direction and strength data, the turbines can be tuned for best effect for each gust. The direction the turbine is facing, as well of the pitch of the blades, can be altered to get the best results - high energy yield without excessive flex or vibration in the blades.

But laser wind speed measurement is also handy in a number of other areas - firefighting, for example, where advance knowledge of a change in the wind could save firefighters' lives. Air traffic controllers, with advance knowledge of what wind conditions are moving in, can time takeoffs and landings better.

And you can imagine what an effect this kind of advance knowledge would have for a competitive sailor - knowing what the wind's doing out in front of the boat would give you the ability to tune your sails in advance to get the most out of the wind conditions - and even help you select a better course to take.

Catch the Wind at this year's America's Cup

All of which probably helps to suggest why the betting odds are shortening for BMW Oracle Racing to win this year's America's Cup, which is just about to get underway in Spain - as Catch the Wind has just been named as an official supplier to the team.

As if the BOR 90 trimaran's massive carbon-fiber wing sail isn't enough of a technological leap, the crew will now have access to a wind activity map showing up to a kilometer in advance where the best wind is and what it's doing. The US\$149,500 Racer's Edge laser wind sensor is hand-held, and roughly the size of a pair of binoculars.

"This device is wireless... It can [send] the data to the onboard computer should the user so desire. It also has its own display, a wireless linked display that can be wrist-worn, or mounted to a display, or on your belt, or whatever," Rogers explains. "What the display would show is the wind vectors and speeds around the boat. And it remembers those, so it can produce a wind map."

Wind speed and vector mapping is a heck of a step forwards from the traditional 'get up high and look at what the tips of the waves are doing' method. It's likely to be an important tool in the BMW Oracle Racing team's arsenal in this race, and it's hard to imagine such a system not being a must-have - or being banned - from future events.

A consumer version not too far away

While the Racer's Edge system is currently extremely expensive, it's set to become part of a family of 'Windseeker' devices with similar abilities, targeted less towards high-stakes sailboat racers and more to recreational sailors, firefighters, pollution control, sports teams and the like.

"Obviously, as time goes by and in the not-too-distant future, we would hope to come out with a less expensive version of it, maybe without all the bells and whistles," says Rogers, "When we release a recreational or regular model, we hope to have that price down to several thousand dollars."

It will be fascinating to see the results of the America's Cup this year and hear skipper Russell Coutts' assessment of the Racer's Edge technology and the effect it might have on the contest. The 2010 33rd America's Cup starts next week in Valencia, Spain.

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Tenative 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		
5/29/10	MRYC Annapolis to Miles River Race	•	•	•	MRYC	-	Raft-up
5/30/10	Miles River Race Back	•		•	WRSC	-	
6/12/10	EYC/AYC Leukemia Cup	•		•	EYC	-	
6/26/10	GSA Northern Bay Race Week	•x2		•	GSA		
6/27/10	GSA Northern Bay Race Week	•x2		•	GSA		
7/10/10	BCYA/MRSA Race to Baltimore	•	•	•	BCYA		
7/11/10	RCRA Baltimore Harbor Lighthouse Classic	•		•	RCRA		
7/16/10	EYC Solomons Island Invitational	•	•	•	EYC	-	
8/6/10	StMCSA Governors Cup	•	•	•	SMCSA		Raft-up
8/21/10	GIYS Cedar Point Race	•	•	•	GIYS		Stonington Party
9/11/10	NASS Race to Oxford	•	•	•	NASS		Raft-up
9/12/10	TAYC Hammond Memorial Race	•		•	TAYC		
10/2/10	Havre de Grace Fall Invitational			•	HdGYC		
10/23/10	BCYA Baltimore Harbor Leukemia Cup	•	•	•	BCYA		
10/24/10	RCRA Baltimore Harbor Fall Back	•		•	RCRA		