



# CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

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

May 2010

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## From the Helm - Larry Forgy - Commodore

The racing season for multihulls in the Chesapeake starts at the end of the month with the Memorial Day weekend. On Saturday, we race from Annapolis to St. Michaels on the Eastern Shore. There is a large raft-up and party at the Miles River Yacht Club on Saturday night, and Sunday morning we race back to Annapolis. If you seldom race, or if you sometimes think about racing, please consider joining us for the weekend.

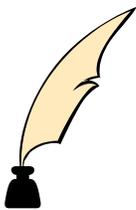
This has always been one of the most popular events of the racing calendar. Not only is the racing manageable, at about 15-20 miles each day, but the social event is extremely popular. You will find that the racers, both multihull and monohull, are a friendly and welcoming bunch. CMA members in particular are very anxious to support new racers and happy to answer any questions or provide any advice you might want. We expect 12-15 multihulls on the starting line, and would love to have you join us.

We are also seeing, by the way, a growing acceptance of multihulls in the local racing community. During the winter planning sessions with the Chesapeake Bay Yacht Racing Association (CBYRA) several yacht clubs sought to add multihull classes to their regattas. One of the premier events of the local racing season is Annapolis Race Week, which is actually only the three days of Labor Day weekend. It usually has 150-200 boat participating, with nightly parties at the Annapolis Yacht Club for the 1,000 or so sailors in the regatta. It has never had a multihull class, but this year we are told that not only are we welcome, but that we can decide on the format we wish to race (either the standard windward-leeward courses or a longer course around government marks).

Not only are racing committees interested in multihulls, but potential crew as well. Each April, Spinsheet Magazine hosts a crew party, where skippers and potential crew can meet. This year, several multihull skippers attended, and got lots of interest from both experienced and novice sailors looking for crew spots. I was there and only had one person tell me he was not interested when he found out that the boat was a catamaran. Believe me, this is a lot better than the "old days."

Perhaps some of this acceptance is because of the shrinking participation in sailboat racing, which has been in decline for several years almost everywhere. But it is significant to note that Chesapeake multihulls are bucking this trend, and have had increasing participation in the last several years. I can't help but think that part of the increasing acceptance comes from all those racers hanging on to the rails of those "leaners" watching our boats sailing merrily by!

And, if you come out on Memorial Day, we will be at the party in St. Michaels before most of the monohulls! If you are normally a cruiser, join us for some racing. Later, I think you will see some of the racers at the cruising events as well.



### ***Quote of the Month***

*“It is not the ship so much as the skillful sailing that assures the prosperous voyage.” George William Curtis*

### **Upcoming CMA Events**

#### **May**

- 22 GSA Tune-up
- 29 Annapolis to Miles River Race with raft-up

30 Miles River Race Back

#### **June**

- 12 Leukemia Cup
- 12 NEYRC (see flyer)
- 19 Summer Sailstice (see cruising section)

### **Website**

**Terry and Clint Boram**

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

Pictures! Pictures! Pictures!

We are trying to build a picture gallery on the website but need your pictures. Send them to the e-mail address with a brief description and who is in the picture.

As always your suggestions and comments are welcomed. [chesapeakeMULTIHULLS@gmail.com](mailto:chesapeakeMULTIHULLS@gmail.com)

### **Membership Matters - Jim Nealey**

Thanks for all your cards and letters! Glad so many of you have chosen to join your friends with CMA for the 2010 season. Our racing fleet has grown substantially and we hope to see more of you in our cruising activities this season. 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.

I would also like to remind members, new and old, (this means you, Oscar) that I have a limited number of our newly designed burgees still available. Just add an additional \$25 to your check and I will send along a handsome new burgee for you to fly proudly while sailing on the Bay this year.

That’s all for now. I’m looking forward to receiving your cards, letters and checks! Wishing that you all sail fast and safe this season. Thanks.

### **Cruising - Terry and Clint Boram – Cruising Chairs**

There’s a lot going on this year. Here are the highlights for the first several cruising events. Remember to look at the racing schedule to join a raft-up after a race.

### **Summer Sailstice**

The 10th annual Summer Sailstice celebration of sailing is Saturday, June 19th. Summer Sailstice was created as a holiday just for sailors to be celebrated wherever you sail in the Northern Hemisphere. This international event was founded in 2001 to unite the sailing community in a global celebration of sailing and ocean preservation. Every year, Summer Sailstice connects over 12,000 sailors all over the world—from cruisers to racers to recreational—to revel in a day of sailing. Summer Sailstice has expanded to include participants from across the Americas to Asia and Europe. For more information, please visit [www.SummerSailstice.com](http://www.SummerSailstice.com).

If you have an interest in participating in this celebration as a group of multihullers, Clint and I would be glad to organize the event. By registering our event on their website will also allow others to join us in the fun. Just let us know your interests. E-mail us at [chesapeakemultihulls@gmail.com](mailto:chesapeakemultihulls@gmail.com)

### **Annual 4th of July Rendezvous**

The July 4th Rendezvous will be held at the Way's. The event will start at 3:00 PM after the Shady Side Parade. You are welcome to come ahead of time to enjoy the parade that starts at 10:00 AM.

CMA members are welcomed to use the Way dock or anchor out and dinghy in. Please bring a side dish, dessert or salad (enough for six) to share and your favorite choice of beverages. Dave will grill chicken, hamburgers, and franks (provided by CMA and soft drinks) please bring your choice of beer and wine. Please RSVP if you plan to come, 410-867-2814 or [davevway@comcast.net](mailto: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.

### **Haven Harbour Cruise**

Plans have been finalized for a cruising event to [Haven Harbour Marina](#) in Rock Hall. Mark your calendars for Saturday, July 24, 2010. We have reserved the picnic area next to the small pool for the day.



### Details

\*Haven Harbour has slips available up to 16' wide. These need to be reserved by you in advance. We have temporarily held 3 for Saturday evening. The cost is \$2.30/ft per night plus \$8.50/night if you want electricity. This fee will give you full access to the facilities at the marina.

\*For boats greater than 16' wide, we will be rafting off of Haven Harbour Marina in Swan Creek and using the dinghy to get in. The charge for use of the facilities is \$20/boat/day. The dock master Mike Murn will also allow anyone to dink in on Sunday to take a shower in the morning without charging another day usage fee. If you don't have a dighy no problem. There are several cruisers coming to this event who will give transportation to and from the shore.

The CMA will provide the meat for the grills, beer/wine, soda and water. Please bring either a side dish or dessert to share. Clint and I plan to be anchored in Swan Creek Friday evening so come in early and stay the entire weekend. As the date gets closer we will provide more information for the weekend.

We have committed to Haven Harbour Marina at least 20 people in attendance. With that in mind and the need to purchase food we will need a head count.



### **Racing Doug Dykman – Fleet Captain**

Our racing season is about to start. As of today, we have 27 members with paid Racing Dues. This is probably a record. I'm looking forward to crowded starts and close finishes.

The full schedule, with notes about trophy qualifiers is [here](#). The warm-up race, as usual, will be the GSA Tune-Up Series on May 22. The Annapolis to Miles River Race and the Miles River Race Back are scheduled on May 29 and 30. As the series progresses, I will be trying to keep up to date Trophy Standings on the website.

I've been shamelessly promoting the [Yahoo Group](#). There is often pre-and post race banter, calls for crew, and other acts of desperation on the list. Feel free to join.

### **NERYC Invitational - JUNE 12TH 2010**

If you are not participating in the Leukemia Cup, a High Point race for CMA, we have received an invitation to join NERYC for their event.

*CMA Board Members,*

*Thank you for including the NERYC Invitational on your schedule of events. Please forward this message to your membership regarding registration. Please save the date and enter now! It's only 4 weeks away!!*

*Race course - Upper Bay below Turkey Point Light  
Distance race using region I Marks*

*Great event sponsors & race t-shirts  
Loads of prizes and give aways*

*Fantastic party & award ceremony back at the NERYC*

- *“Rum Tent”*
- *Free beer, pig roast dinner, live entertainment*
- *Free overnight dockage*

*It's a short tirp up the river so why not make a weekend of it?  
Register online at [www.neryc.com](http://www.neryc.com)*

*SHarlene Wilkins  
NERYC Sail Program Chair*

### **Racing on the Magothy - Russ Wesdyk**

The good folks at MRSA have extended an invite to multihulls to join them for some fun casual racing on the Magothy Wednesday nights. I hope you can make it. Even if you don't come out regularly, I urge you to sign-up your boat now and come out when you can. If we want to keep this alive and allow it to grow we need to support it. It can die much faster than the time it took to create this opportunity. My kids don't call themselves racers but they got interested (and now race) doing a similar Tuesday night dinghy racing series (at SSA) in Annapolis. Give it a go!

\* Please respond and let me know if you plan to sign up.

\* If you know other multihulls in or around the Magothy, please send this note to them (CC me).

I plan to make it out and hope you do too. Finally, I have appended CMA information to Joe's note below to facilitate the process.

wesdykl@hotmail.com

### **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.

### **Delmarva**

Flying Circus will be working on a Delmarva trip this year most likely in July or August. I will begin an outline for the trip, to include suggested Safety Gear and crew requirements. Rather than gunkholing ( sail for the day party for the night) I will be looking at at least 2 24 hr underway periods to meet qualification for event that Flying Circus will enter next year.

My Plan is to have two couples on board ( already Selected) and sail from either Annapolis ( Sandy Point SP) or Solomons Island (Calvert Co)and head to Ocean City. I am planning a overnight at Ocean City and then a run to the C&D canal. Motor the Canal and return to our starting point undersail.

### **Get a Jump on Building a Newick 26**

I have been building since December, building Newick's new 26 foot design that he derived from the Tremolino. I originally bought the Trem plans, but then Newick got inspired and drew a 26x21 boat where all basic Trem concepts are the same. I started with what I think are the most painful pieces, the molded cross-beams. They start with 4 channels that are joined into 2 I-beams, which then are inserted into a fairing. I just did the second channel. After I finish the channels and the 2 fairings I will have no more use for the mold. The mold is made of wood and is hard-attached to my table. So once I remove it, it won't be as flat and will probably crack.

So, if anyone thinks they want to jump on the build, I offer to use my mold to bang out your own channels, and then fairings after I do those. So you will have the crossbeams done. This will save you a lot of time and hard labor. Trust me, after measuring out the curve 4 times, and then working through 4 layers of 12 oz glass, fixing the curve after test molds, the thought of one or two layers on the hulls with stations is almost appealing.

Since I am renting the garage, I will need to be paid for my idle time while you are laminating the pieces. Figure one piece per day. It takes me alone 5 hours to laminate one. I work on weekends only, that real job thing gets in the way. The garage is in South Norwalk, CT, close to the train station. Figure you have 2-3 weeks to make the decision since I expect and hope to be done with the channels by then and move onto the fairing mold, which will be build on top of the channels mold.

I am keeping detailed updates here:

<http://www.facebook.com/pages/South-Norwalk-CT/Trea-GT-Newick-26-Trimaran/181334218252>

Newick or I will be happy to provide you with more details about the boat. Target weight 1500 lbs. 402 sq. ft. upwind sail area. Enclosed center cockpit to serve as a double bed under boom tent.

Please reply to me direct since I usually just skim this list.

Serge

### **All Fixed**

Clint and Terry Boram are happy to report that *Tri Dreaming* has been fixed from the encounter with a finger pier induced by 40 knot winds and 3' above normal high tides.



## [New Member Profile - Oscar Van Loveren](#)

Please welcome our newest member, Oscar Van Loveren shown below with his fourth boat and first multihull, “Lady Kay IV” a Quorning designed folding trimaran Dragonfly 25. Some of our members that own Dragonflies (ies?) have ‘met’ Oscar on the Quorning forum.



After nearly fifty years of sailing both in his native Holland and here in the US, Oscar elected to reduce his sailing budget to accommodate the demands of his two childrens’ tuition. Following their successful graduation, his plans for the future may include a larger cruising catamaran.

Oscar purchased his boat a year and a half ago and discovered serious delamination in both amas, hence his garage-full of amas. He hopes to have the repairs completed and join our racing fleet and cruising members on the Bay no later than June this year. With a trailer and a system for single handed launching Oscar and Admiral, ‘Lady Kay’ will berth the boat at home in Bethlehem, Pennsylvania and trailer to events here on the Bay. We wish you all success, Oscar and Kay. You may contact Oscar at his email address: [oscar@noln.com](mailto:oscar@noln.com).

## [Sea Trial - Flying Circus - Rob Blesse, Flying Circus](#)

First Sea Trial was quite successful. Winds started out at 2-5 knots and built to 12-15 by late afternoon and the water was flat! Great way to incrementally test the rig. All worked well:

- Achieved 25 deg AWA with no interference from the Spreaders.
- Boat Balanced as well if not a bit better than before
- New step design worked very well, now it is a issue of limiting mast rotation rather than making sure there is enough.
- New sailtrack ( ronstan captive ball) worked better than I hoped, did not have to use the winch to raise the main to the top, reefing down wind is a snap.
- Ran thru two heavy wakes back to back at 20 knots no issue with the mast was seen, good news to me.
- New Tacktick instruments and mast lighting worked great!
- Autopilot Remote is very cool and with a little practice I think it will be very useful single handing

As with every test there are some issues:

- Some weldment issues arose in the new mast step, looks like a weld heat or lack thereof problem. We cracked the intermediate section of the base I assume while raising or lowering. This has been sent back to the manufacturer and he is replacing with a new piece welded locally to him.
- Had a bit too much prebend in the mast found out after the trial the main was cut for 2-3 inches of prebend and we had over 8. Adjusting while under way is a bit difficult as the inner diamonds are way up and require a bos'n chair to reach. I'll make the adjustments on the trailer at home before the next sea trial. Next time I will have a bos'n chair on board.
- Annapolis Rigging installed the internal Cunningham and outhaul, too much purchase on the outhaul 16:1 resulted in a jammed outhaul I think and way too much line in the cockpit. The Cunningham is a 6:1 and will most likely be reduced as well to reduce line at the exits.

There is still much to do as we work toward entering some of the offshore type races next year. A few modifications and additional equipment will need to be purchased and installed, one of which is XM weather and an updated chartplotter. The combination is allowed by CHI Mac rules and gives tons of good information. I am also thinking about using it for our more lively bay races as a safety device while the combination is expensive \$1500.00 it could pay for itself in one race/sail if we avoid a serious storm or sail destroying wind storm.

Something I am toying with is to make a Delmarva sail this year, in a one or two stop run. Partly because one of the requirements for the Chi-Mac race is 2 24hr underway periods on a Multihull. Thinking of starting in Annapolis or Solomons if no CMA's are interested and sail to Ocean City, then to the C&D and end where I started. With the speed a Multi carries this could be done in around 4 days.

Also in the works is "In Conference" the Stiletto 30 of CJ Witkowski. We are trying to make her ready for this year and might debut in the Race to Baltimore and Solomons Island runs. She is a tired boat in need of some updating, sails equipment etc but I think we have a crew to do the work this year and the skipper willing it should be ready for some action.

### [Only two weekends left](#) - Gary Spesard

Well, this spring has flown by me. Bari told me Sunday I only had two weekends to get ready for St Michaels, if I planned to enter.

I said, "That can't be right. It's not until the end of May and I have all month yet." But after checking the calendar, she's right. You would think I should know better by now.

We usually have put in a few times by now.

The problem with taking "everything" off the boat to do a few small projects over the winter is finding everything when it's time to put it back together. We're not talking about anything too serious but there's a lot of stuff boat related stashed in several places in the garage. This corner, that corner, a rack over there, one over here, hanging on a wall, up on an overhead shelf... it's not a big garage. We never have been able to get two cars in. Though they call it a two car garage, it's really pretty small.

Over the winter I wanted to try my hand at fixing some minor damage to the rudder and dagger board. It went pretty well, even if I do say so myself. They both turned out better than I expected. But, like everything boat related, it took more time (and money) than expected. I did the rudder first. Then put it under some tarps to protect it while I worked on the dagger board and some other projects.

There were a couple of places on the nets that needed a little attention, so those all came off. The spinnaker needed cleaned and repaired. That sail tape repair has held up for two seasons but I'm not sure I should press my luck for another season without attention to it.

I took the engine off and home. Did the usual maintenance and sent the prop off to have it "refurbished" (that's code for straightened) after picking up my annual quota of two crab pots per season. That second one last year was motor sailing at night at about 8 knots. It sounded -- and felt -- like when I turned to look toward the stern that the motor, motor mount and a big piece of transom would be gone! Amazingly everything was still there and the motor runs fine. It does seem to vibrate a little more than I remembered. The prop didn't look THAT bent.

I wanted to repaint a few dings in the bottom paint, varnish the tiller, charge the battery, replace a couple of frayed lines, find the VHF, GPS, etc. (why would the electronic stuff not be together in the same place?) Garage, night stand, kitchen cabinets, dresser drawers, office desk... argh!

Just a few little things to do. You know, nothing big, just little things like that.

For the past few weekends I have done my best to gather up the all stuff I will need for the day's projects that I carefully planned out while in the shower. After loading everything up I stand there looking around the garage for a couple of minutes. I know I'm forgetting something. Nope, I don't see anything else.

Bari comes out, "Do you have everything you'll need?"

"That's it, I say. I've got everything (I think). I will see you later."

About 2 hours later (maybe three) I'm at the boat after a stop at West Marine (I love chandleries, and hardware stores). I'm digging stuff out, laying things out and organizing projects. We should be ready to splash after today.

What to do first? Let's put the tiller back on. And the rudder. Where's the rudder? Oh yeah, safely hidden under those tarps in the garage. I knew there was something else.

Well, how about opening up those packages of newly repaired nets? They did a nice job on them. Which one goes on what side? Is that the front? Or is that the back? Which box has all the net lines? Why would the box of net lines not have "all" of the lines? Why would they not be all together in one box? OH! Those kids! Their going to get it. Hm... they left home years ago... nothings changed.

Oh well, how about we paint those dings in the bottom paint?

When you buy paint, especially expensive bottom paint (any paint for that matter), why would it not include a brush? When you buy "take out" food they give you something to eat it with. We're only talking about a \$2 throw away brush. The gallon paint was \$200! And they can't include a cheap brush?

Well, it's time for one more trip to West Marine. I need a \$2 brush. It's going to cost me \$2 in gas and about an hour, if traffic is not too bad. I'm just going to run in, get a brush and get back.

Anything else? I know I must be forgetting something? Nope, I think that's it.

## [Delivery Trip to Galesville](#) - Dave Nees

On Saturday, May 8 we splashed Fitness Resource. The delivery crew, Chris Bolton and Sterling Mehring, both A cat sailors, came down that morning and we bent the sails on and stowed the gear. I had looked at Wind Guru the afternoon before and read that we could expect 15-19 knots from the SW. Wind Guru is usually very precise and accurate, so I didn't look further. It sounded great, but by Friday evening in St. Mary's I realized that we were in for much more. Still the crew showed up and we (foolishly?) decided to give it a try.

We got off at 11:40 am with 3 reefs in the main and the jib half rolled out. It was very mellow and easy going down the Potomac as we were sailing downwind and quite deep. After a rain shower went through we just lounged around on deck, using the auto pilot with some of the crew napping on the tramp. When we rounded Pt. Lookout things got more exciting. We hardened up to a west wind, still under full reefing, and settled into a steady 8-10 knots upwind. The boat was very stable and handled the wind and waves quite nicely. It was, however, very wet with sheets of spray coming off the windward hull and fire hosing everyone on deck; I was wishing for a speedboat type windshield to duck behind. With the wind angle we were able to follow the west shore and keep out of the worst of the wave action further out in the bay.

The wind kept climbing and we sailed through some gusts up at 40 knots. The boat would accelerate to 12 knots under the full reefs and the spray was painful. Still, everything seemed fully under control, just very wet. Occasionally the hull would come up on a wave and seem to hang a bit in the wind gust before settling back down. Most often it would just slam down with a great crash.

At the mouth of the Patuxent River the wind really got high with much longer sustained gusts and the wave action increased. After crossing the mouth of the Patuxent the winds actually got light off Cove Pt. I think there was a stand off from the angle of the wind coming out of the river and the wind coming off the west shore, creating an almost dead zone; soon enough, though the wind kicked back up. Unfortunately it had clocked around from W to NW and we now had to tack out further into the bay.

Around the gas docks the strop holding block on the clew of the jib blew apart and we had to furl the jib. Now we were not doing so well; going much slower and further off the wind. We put the motor down and did some motor sailing which worked pretty well. However the wind came north a bit more and we found ourselves having to go so close to the wind that the main didn't help anymore, so down it came at around 7pm.

From then on it was rather miserable motoring into such a gale with the spray flying, the motor cavitating and us getting colder and colder as the sun went down. We carried on for the next 6 hours, getting in to Galesville at 1am. Thankfully we could take turns going below to a warm, dry bunk to get out of the wind and spray. The noise below as the boat crashed down from the waves was intense, so sleep was not much of an option. My glasses were so salt crusted that I could hardly see at the end. We all had bloodshot eyes and had salt water jammed up our noses, into our mouths and eyes. One of the crew said he had a new respect for the Volvo ocean racers; doing this at much higher boat speeds for weeks on end.

The worst was that we had to drive back down to St. Mary's Yachting Center to retrieve vehicles. We all made it home safe by 5am. It was a learning experience and I can say now that I have sailed upwind in a full gale. And I have found the TRT to be very capable and up to the task at hand. Motoring in such conditions, though, is very hard on the equipment; I'd much rather sail if I had to. But the best choice would be to wait for another

day to do such a sail. I have promised myself and my crew that I will not do any more deliveries in a gale. I'll splash the boat, and come back another weekend.

## **The Story of the Triple Titantic - Tim Lyons**

I braved the blizzard of February 2010 and went down the stairs to the boat around 2300 h on Friday night. I figured the boat is right here and there is no excuse not to check on it. Some snow was accumulating on the decks and tramps, but it did not seem to warrant too much worry or physical exertion. After all it snowed over 2 ft in December and the boat did fine, just a little low in the water and after some hours of shoveling we went sailing. Not the case with this storm.

I got up in the morning and there was close to 30 inches of snow on my back deck, which means the boat as well. I looked down and the boat seemed pretty low in the water, so I grabbed my shovel to go to work for next few hours. As soon as I went to step on I know it was not right. The hulls were very low in the water, like too low. I worked my way to the cockpit and when I saw water and slush up to the top of the seats, I knew simply shoveling off the later estimated 11,000 lbs of snow was not going to raise her. I open the cabin hatch and despairing saw the water up over the counter tops. Triple Threat was sunk.

I assumed that the weight of the snow had pushed her down below various thru-hauls and the engine exhaust outtake. I also started worrying that the large escape hatch might have failed. It turns out that even though the cockpit drains were closed, they were the source of the original influx of water, but I am sure once it was down water was coming in many places. Obviously the buoyancy of the amas kept her at a steady state and she was not going under any further, which was a good thing for the reasons mentioned below.

I immediately tried to round up some large volume pumps, but Home depot and the like were all closed due to the weather. I called everyone I know as well with no luck. I did drive around chasing some dead-end leads. So, at that point I accepted the fact that she would not be pumped dry that day. So, I went about getting all the snow off which with some friends took hours. I then drank a lot and waited until the next day. I was able to get pumps first thing Sunday when Home Depot opened. I donned the dry suit and entered the water setting pumps. The two pumps had the boat completely dry in 30 minutes. We got everything out of the boat to start the cleaning and drying process. Luckily, most of the cushions etc were off for the winter. We then sprayed the entire inside of the cabins with fresh water especially the engine compartment. The nice dry sunny weather helped this process tremendously. The next step was to address the engine and minimize damage, which is something the insurance company really appreciated. I drained the engine of all fluids and then filled the block with several gallons of diesel fuel through the oil filler. Everyone says that this immediate action saved the engine.

The entire day and night was spent cleaning and drying floor boards, equipment, tools, stove etc. it was a beautiful day and if you did not know the history of the last 24 hours you would have thought the boat was in top shape and ready to go. Of course she could sail no problem and look good doing it, but no engine and no electrical capability at all. I called and left a message with the insurance company on Saturday to get the call logged in, and actually talked to them on Monday morning. They were impressed with everything that was done up to that point and thanked me for my dedication. I am sure when he hung up he said "what a dumb ass,

let his boat sink”. Anyway, Bayshore Marine diesel mechanics were on the scene by Monday morning as well. Within an hour of draining fluids, changing oils and fluids the engine started on the first turn of the key and was running with previously sunk starter, alternator etc. The surveyor was there that day as well and he once again said we did everything right and he was impressed with the condition of everything. I still felt pretty worthless.

The insurance work began that week with a total refit of the engine and total electrical replacement to include every wire, switch, pump, refrigeration unit, some electronics, VHF, and connection. I do not recommend this approach for getting the boat real clean and some electrical and engine upgrades. All the work was done by late March in time for our previously scheduled haul out at Georgetown, which will be my next article. Looking forward to the season, except we are back to our old sloppy headsail after blowing out the new one several weeks ago. We were going fast, over 22 knots. It is being replaced under 50% warranty by Doyle, so that helps. We expect the new main on the boat any day now.

## Star Wars

The Multihull Fleet was represented in the Annual CBYRA Star Wars Race by Doug Dykmann, Mike Leary, John Morfit and John Eberle. They had a lot of fun and learned much during the blustery day.



## 2010 CMA Board Members

<b>Commodore</b>	Larry Forgy <a href="mailto:lforgy@bizoip.com">lforgy@bizoip.com</a>	202-258-5903
<b>Vice Commodore</b>	Gary Spesard <a href="mailto:Gary.Spesard@qq.com">Gary.Spesard@qq.com</a>	703-585-9265
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<b>Secretary</b>	Jim Nealey <a href="mailto:jim@storyboardnow.com">jim@storyboardnow.com</a>	410-729-0481
<b>Fleet Captain</b>	Doug Dykman <a href="mailto:dougykman@aagastro.com">dougykman@aagastro.com</a>	410-349-8678
<b>Past Commodore</b>	Jim Nealey <a href="mailto:jim@storyboardnow.com">jim@storyboardnow.com</a>	410-729-0481
<b>Board Members</b>	Robert Blesse	
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<b>Cruising Chairs</b>	Clint and Terry Boram <a href="mailto:2mdsailors@comcast.net">2mdsailors@comcast.net</a>	410-935-0537
<b>Web Editors</b>	Clint and Terry Boram <a href="mailto:chesapeakemultihulls@gmail.com">chesapeakemultihulls@gmail.com</a>	410-935-0537



Just \$25 each

To purchase contact Jim Nealey  
[jim@storyboardnow.com](mailto: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](mailto:robin@performancecruising.com). mobile: (443) 852-3334



**Brad Houghton is looking for a used jon boat. If you have one to sell, please call him at 410 991-9030.**

**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](http://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](http://www.fitnessresource.com) or [www.frcycling.com](http://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](mailto:dnees@fitnessresource.com) or call at 703-796-8812.

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

David Nees  
Fitness Resource  
TRT1200GT  
1414

 		<b>10% DISCOUNT</b> <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><b>HQ</b></td> <td><b>DEN</b></td> </tr> </table>	Store Code	Initials	<b>HQ</b>	<b>DEN</b>	<b>of a Free Helmet</b> <small>(with any bicycle purchase)</small>		
Store Code	Initials						
<b>HQ</b>	<b>DEN</b>						
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>						
<b>To Be Completed By Redeeming Store (please print):</b>							
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			.	<a href="#">GSA</a>	101/102	
5/29/10	MRYC Annapolis to Miles River Race	.	.	.	<a href="#">MRYC</a>	316	Raft-up
5/30/10	Miles River Race Back	.		.	<a href="#">WRSC</a>	317	
6/12/10	EYC/AYC Leukemia Cup	.		.	<a href="#">EYC</a>	320	
6/12/10	NEYRC				<a href="#">NEYRC</a>	103	
6/26/10	GSA Northern Bay Race Week	•x2		.	<a href="#">GSA</a>	104/105	Raft-up
6/27/10	GSA Northern Bay Race Week	•x2		.	<a href="#">GSA</a>	106/107	
7/10/10	BCYA/MRSA Race to Baltimore	.	.	.	<a href="#">BCYA</a>	203	
7/11/10	RCRA Baltimore Harbor Lighthouse Classic	.		.	<a href="#">RCRA</a>	204	
7/16/10	EYC Solomons Island Invitational	.	.	.	<a href="#">EYC</a>	327	
8/6/10	StMCSA Governors Cup	.	.	.	<a href="#">SMCSA</a>	335	Raft-up
8/21/10	GIYS Cedar Point Race	.	.	.	<a href="#">GIYS</a>	207	Stonington Party
9/11/10	NASS Race to Oxford	.	.	.	<a href="#">NASS</a>	341	Raft-up
9/12/10	TAYC Hammond Memorial Race	.		.	<a href="#">TAYC</a>	343	
9/18/10	PSA to Queenstown				<a href="#">PSA</a>	208	Raft-up
9/19/10	Queenstown Race Back				<a href="#">PSA</a>	209	
10/2/10	Havre de Grace Fall Invitational			.	<a href="#">HdGYC</a>	109	
10/16/10	USS Constellation Cup				<a href="#">USS Constellation</a>		
10/23/10	BCYA Baltimore Harbor Leukemia Cup	.	.	.	<a href="#">BCYA</a>	210	
10/24/10	RCRA Baltimore Harbor Fall Back	.		.	<a href="#">RCRA</a>	211	