



CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

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

October 2010

From the Helm - Larry Forgy

Are We a Community?

When I joined CMA, it was mostly an organization to support multihull racing. It looked a lot like the Catalina 27 fleet I was in when I raced that boat. Except, unlike the Catalina fleet, it had all these members who didn't race. It wasn't until I got to know some of the longtime members that I realized that CMA was a lot more than that.

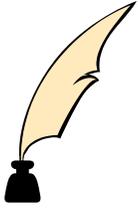
Back before multihulls were mainstream, it was the harbor of refuge for all those unconventional souls who wanted to think outside the monohull. I have seen photos of large cruises and rendezvous. I used to see reports in the newsletter from members I didn't know who were cruising the world. I'm not sure why we got away from that. Perhaps multihullers began to have more venues for sailing camaraderie, or maybe the racing program just got a lot more serious.

Whatever it was, it is very nice to see a clear trend of late back toward a community of multihullers. This impression was really driven home by our recent boat show reception. Instead of our usual 20-25 persons for dinner, we had a room packed with over 50 people talking about all sorts of sailing subjects. We had racers and cruisers, boat builders and boat designers, vendors and visiting sailors. There were smiles all around, and the room felt very comfortable, as if we were all old friends or new friends.

Many of the nonracing CMA members at the reception have also been to some of our increasing cruising activities this year. Some of these cruising events were so popular, they have already been added to next year's schedule and promise to be key building blocks to a growing cruising activity in the club. Several of the racers even showed up for some of the events.

The racers always have socialized during weekend events in St Michaels, Baltimore, Oxford, and other venues. This coming year, we are discussing a major step forward in building that sense of community with the racing program. For the first time, we may host a regatta. This would be in conjunction with the West River Sailing Club, which is the home base for many of the beach cat fleets on the Chesapeake. Both the WRSC and we are eager to forge closer ties with each other, and view this regatta as a good way for us to connect with future big boat multihullers. Moreover, our cruising contingent will not be forgotten, as we are planning a cruisers race and raft up as part of the regatta.

Many of the officers of the club had been working hard to make this community a success. The Rear Commodore, Terry Boram has been the backbone of the cruising program. Vice Commodore Gary Spesard put together the boat show reception and is working on the winter program. The new regatta has been ably promoted by our Fleet Captain, Doug Dykman. All of us would love to have any interested member help in building this community, so please step forward with ideas and volunteer work. You won't regret it.



Quote of the Month

"There is a Japanese proverb that literally goes 'Raise the sail with your stronger hand,' meaning you must go after the opportunities that arise in life that you are best equipped to do."
Soichiro Honda

Upcoming CMA Events

November

- 14 1:00 p.m. Board of Director's Meeting, Annapolis Library
- 14 2:00 p.m. General Membership Meeting w/ Jim Brown as Guest Speaker (see article)

December

- 11 Holiday Party (See additional information)

January 2011

- 30 1:00 p.m. BOD Meeting, Annapolis Library
- 30 2:00 p.m. General Membership Meeting w/ Drew Frye (Sail Delmarva Blogger)

Website

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

What would you like to see on the website? Pictures? Links? Blogs?

Send your ideas to the webmaster.
chesapeakemultihulls@gmail.com

Elections

The annual CMA officer's election is scheduled for the CMA annual meeting in January, and a nominating committee is looking for volunteers. In particular, there is a need for a new Treasurer, as that position currently is vacant. The terms of two of the four general Board Members are also expiring, and we need club members that are willing to serve. The nominating committee this year includes [Gary Spesard](#), Vice Commodore, [Jim Nealey](#), Past Commodore, and [John Morfit](#), a current Board Member. If you have any questions or interest in serving as a club officer, please contact any member of the Nominating Committee.

Membership Matters - Jim Nealey

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

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

Upcoming Fall/Winter Meetings

November Meeting

On Sunday, **November 14th** at the Annapolis Public Library the Board of Director's meeting will begin at 1:00 p.m. As usual all are welcome to attend the Board Meeting.

At 2:00 p.m. we have a special guest speaker. **Legendary Multihull Designer Jim Brown will present a brief overview of multihull history, from the Stone Age through the recent Americas Cup.** He will also talk about differences between cats, tris and proas, and show off our new amphibious campsite trimaran, the Seaclipper 20. Make plans now to here from one of the forefathers of trimarans.

December Holiday Party



SAVE THE DATE: Saturday, December 11, 2010. Our Vice Commodore, Gary Spesard, is working with the West River Sailing Club to secure their clubhouse for this event. The event will include the main course supplied by the CMA (meat) with everyone attending providing a side dish or dessert. There will be music playing throughout the evening and plenty of room to mingle or even dance (if you choose). Bring the significant other in your life and join the fun (yes, Terry may have a game or two).

Stay tuned for more details.

We are looking for suggestions for a guest speaker for our March meeting.

Local interest, Maintenance, Technical, Cruising, Racing

Contact [Gary Spesard](#) with your suggestions.

Cruising - Terry and Clint Boram – Cruising Chairs

Wow! What a difference a season makes. Last year we tried very hard to re-launch the CMA cruising program through piggy backing on several racing events. We had some cruisers join us in St. Michael's and on the Magothy but no where near the numbers of attendees that we were looking for. Over the winter, Clint and I presented two events to the Board of Directors that were nothing like anything we had done in the past. We wanted to try two stand alone cruising events: a party at a marina in Rock Hall and a family fun race to Queenstown. With the Boards approval we set out to create two events worth coming back to year after year.

The response to these two events was overwhelming. By the end of each event participants were already wanting us to set a date for next year. We met many new members and might have encouraged some racers to do more cruising events. At the Boat Show Reception people were still talking about the 17 boat raft-up at Queenstown and the fierce croquet game at Haven Harbour.

Over the winter we will once again work with the Board to keep these two events and possibly add another. Where would you like to cruise to? Northern Bay? Southern Bay? 3-day events or maybe even a week-long? Send us your suggestions to chesapeakemultihulls@gmail.com. We would love to hear from you.

We can't wait to see you on the water next year.

FYI from Dan White

Dan went to Fairlee Creek the weekend of October 8th hoping to get dinner at Great Oak. Unfortunately they were closed? He reported that the guy at Worton was kind enough to come get them. Excellent food, but a little pricey. This is a good reminder that although we may still be out there sailing restaurants may have closed for the season. Do your homework and call ahead.

Gunkholing - by Art Watson

Art Watson reports that he and his wife Carol propose to inaugurate the CMA “Thin Water Sailing Committee,” whose purpose is “to boldly go where no mono slugs have gone before . . . or ever will.”

Art and Carol love poking into shallow gunkholes and over Columbus Day weekend, they explored another: Dirdin Cove on the eastern side of Eastern Neck Island, opposite Queenstown at the mouth of the Chester River.



The approaches to Dirdin Cove are more shoal than the cove itself, which appears to average about 4 feet in depth, give or take. The chart shows an 8-foot spot right off the lightly used public launch ramp, but they never found it.

The cove is broad and somewhat open to the east, but would otherwise provide good shelter and plenty of room for a CMA rendezvous.

Go ashore and walk the Island. Although it's referred to as a nature preserve, there is a network of roads and walking trails. Bring the bikes if you can, it would make for great low-stress bike rides.

Hail Creek, on the south end of Eastern Neck Island, is also a great spot. Even shallower than Dirdin Creek, it's narrower and a little more challenging to get into, and not a great spot if the wind has any south in it at all. But it affords a wonderful sense of isolation, and Art and Carol report that they've seen eagles in there during the nesting season.

Racing Doug Dykman – Fleet Captain

It's the second to last Monday in October and I'm writing a piece for CMA and the Racing Fleet in particular. The weekend was spectacular! Out on Sunday in 10 to 16 knots, 65 to 70 degrees, flat water! Fair Curve sailed past us as we were heading for the dock – they looked great. Alas, the Baltimore Races are this coming weekend, and that means the end of the season for us. But the weather is predicated as sunny! A relatively rare event for this series of races. So far 6 boats are registered for Saturday, and four for Sunday. But there's still 2 or 3 more days to register, so we should have a respectable gathering.

Next year is being planned out. Once I have the final schedule, I will send it out to the group. The only major changes so far are that the CMA Board agreed to remove Cedar Point from the High Point list, and we are working on a weekend series in September or early October in conjunction with West River Sailing Club. Final details are still being ironed out, but it look like it will happen. We are using Northern Bay Race Week as the model for this event.

Note that CBYRA has encouraged clubs that are hosting poorly attended regattas or regattas that conflict with other events on the same weekend to consider changing, rescheduling, or eliminating these events. How this will play out is not clear, but expect to see changes in dates and descriptions of some events. Cedar Point is the only race in our schedule that is likely to have a major change in format. If you sail in the mono-hull fleets, expect some shake-up of the “traditional weekends” and “traditional events.”

Will see many of you in Baltimore.

Race to Oxford was September 11th.

1	Wild Card	Tim Layne
2	Raekved	Doug Kirby
3	Trinity	Dave Way

Hammonds Memorial Race took place on September 12th.

1	Wild Card	Tim Layne
2	Fitness Resource	Dave Nees
3	Triple Threat	Tim Lyons

PSA to Queenstown, September 18th. While a “fun” race for the cruisers it was serious business on the water. The ladies took the helm for this one.

1	Rascal	Maggie Parrott
2	Tri Dreaming	Terry Boram
3	Fair Curve	Chris Shenot

Queenstown Race Report from Winner Maggie Parrott

Well we have officially won the Queenstown Family Fun Race on corrected time (49 seconds) and have been told because of the win we are obligated to write about the race. The captain of Rascal has left this obligation to the female skipper (me) because he says he had nothing to do with the win. But of course we all know he did with all his advice.

This race started many firsts for me. This is the first I have written anything for the newsletter because I find it hard to put my stories in writing. The next 1st unlike some (ie. Terry), I do not take the helm but for this race I did! My biggest fear was thinking about the starts in many of the races we have been in and I was in panic mode. Captain Jim kindly gave me advice on having a good start. Find 2 of the smaller boats, run them over then when I reach the start line everyone would stay clear. Great advice but not what actually happened. One min to the multi start and I'm headed for the line. I look around and no one else is screaming for the line. I began to wonder if I had the times wrong but no it was a start and had plenty of room. Thank you Triangle (Bari) for being so nice at the start and giving me a little head start. Your kindness will never be forgotten.



After the calm start I began to settle down and really enjoyed being at the helm. For a change it was nice to sit at the tiller and give orders to Jim. After the start our strategy was to stay high on the long stretch across the bay to the first mark which is where we did our best. The next couple of marks we struggled with because they were down wind and this is where we have a problem keeping up. Finally heading to the finish we picked up some speed again and made my 1st time at over the line at the helm. What a relief to hand the tiller back to Jim!

This event was presented to us as really being all about the party, and a party it was!

Thank you to Fleet Captain Doug Dykman,

the Potapuskut Sailing Association and Cruising Chairs Clint and Terry Boram for making this such a memorable experience. I hope this race will be on the 2011 schedule and more of the fleet enters to enjoy a truly FUN race.

Queenstown - By racer turned cruiser?

Thank you Terry Boram and Doug Dykman for adding the Queenstown event to our schedule! What a great event.

As usual, we were a little late pushing off and of course the wind was fairly strong out of the north, mainly roughing us up a bit on our motor up the Bay. Likely so because we were a little late and needed to head north for the start. Almost ever time I want to go some place the wind is "on the nose." Must be that clean living I do. Anyway, we barely made it before our class start. But we still had to get things in order, figure out the line and all that pre-race prep stuff. Bari took the helm, and Aaron and I put a reef in the main. It seemed like it was blowing pretty hard and I didn't want any drama. This was supposed to be for fun with the family, so the 1st reef

went in. Then the jib had to go up and while that was in process, a glance at the time told me we were just a couple of minutes from our start.

By the time the jib was up and set we had ventured well above the start line. A big 180 turn was put in to get back below the start line and set up for a hook around the RC. Of course coming back below the line was almost dead down wind and s-l-o-w. And to add further insult, it seemed the strong head wind we had for about 3 hours coming up the Bay was now dropping off. No reef needed now, but first-things-first -- we needed to get across the start.

Once things were settled in on a course the reef came out and we start working on making up some of the 6 minutes we were late crossing the start line. Sun shining, nice breeze and we were starting to relax and enjoy the ride. We overtook a few monos and a multi or two on our way to the first mark. Once around the spinnaker went up with a little difficulty. It finally set after the jib dropped and with couple of jibes we were able to catch and over take Lola3. I'm not sure which daughter was on the helm but she made us work to get by. Russ certainly has some up and coming sailor we will have to contend with in the coming years.

Once we made the last turning mark, we set off for the finish over taking a few more monos, which is always fun. All too soon it was over, the sails were down and we fell in the long line heading in for the raft-up.

We soon discovered what we had been warned of, it's a narrow and shallow channel. We hit bottom a couple of times but a quick release of the dagger board and once a release of the rudder, we were soon rafted, in what turned into a long raft of monos and multis of over 20 boats.



With a few anchors set and bumpers in place it was time to break out some snacks and refreshments while waiting for the working boats to arrive or "the Party." We had several visitors as everyone passed back and forth from one end of the raft to the other. We soon met Hans and Marilee on Triagain an F-9 (31) from San Diego who were visiting the Bay. It was very nice meeting them, touring their boat and listening to the adventures they have had trailer-sailing southern California, Mexico, Honduras, Belize and Cuba.

One of the working boats rafted near the middle and another rafted to it stern to stern and soon there was live music, drinks and snacks and lots of people on board, to the point water was coming in the scuppers to the ankles on the working boat. But no one seemed to mind since everyone was busy recalling their sailing stories of the day that needed told (and rum to help them flow).

As the sun approached the horizon, the grills fired up, and food shared as groups gathered to continue celebrating the race, the day, family and new and old friends. Soon the stars were out, and the evening

chill came on as gradually we began to retire for a good night of rest, depending upon where you found your spot (i.e. very wet from the dew up top!).

Morning brought a beautiful scene with vapor rising off the water, treeline in the background, in the early morning light. While some were having breakfast, others were breaking and retying the raft to allow some boats to head for the start of the return race and others for home.

We chose to take our time and visit a little longer and skip the return race. (There did not seem to be much wind for a race.) When we did break we followed Fair Curve, John Nicholson and Chris Shenot's F31, through the Kent Island Narrows, something we had not done before. After successfully navigating the narrows, we continued motoring on glassy, still waters until we went our separate ways.



Once we were able to turn west in the Miles River, a little breeze was enough encouragement hoist sails and turn off the motor for a pleasant sail past Thomas Point Light, across the Bay into the West River and up the Rhode River.

It was a very pleasant weekend with family and friends. I hope more of you will join us next year.

Gary Spesard
C31 228, triangle

Race to Oxford: A cruiser answering the call for race crew

When Gary put out a SOS for crew on Thursday Clint and I answered the called. Heck, we were only scheduled to do boat work in preparation for next weekend's PSA to Queenstown fun race. It was an opportunity for us to see what all the hype was about over racing a F31. It didn't hurt to be racing on Triangle either. It is known to win.

We headed out to the race course on Saturday with me at the helm and Clint, Gary and Aaron (Gary's son) raising sails and running spin/jib sheets. The first thing I noticed was how responsive the helm was compared to ours. Instantly the boat moved under my command. With time before the start we practiced a spin set and take down. In slow motion I guided the spin out of the bag while Clint raised and Aaron manned the tack line. Once up I moved forward to help the jib down and secure it to the deck. Seemed simple enough in slow motion. When it was time for the spin to come down I released the tie down on the jib, Clint released the spin halyard, Aaron grabbed the lazy sheet to pull the spin down and I stuffed it in the bag. Piece of cake!

Immediately after we took the gun the spin was launched. Crap! There was a twist. As I knelt below looking up wondering why in the world these race boats don't have a snuffer, Aaron worked the twist out and down the bay we went.

It was a delightful sail until the wind shut off. At this point I began thinking to myself "It's time for a drink." Guess who forgot to stock the boat with the required racing supply? Names will not be given but let's just say TOTW drifted to my rescue. As the red, white and blue spinnaker came close I hear Doug calling to me "You want that drink I owe you." Good heavens, there is a God! Before I knew it a Yuengling was hoisted across the water. Clint leaped across the forward tramp to make the game winning catch. Thank you Doug.



By noon, multihulls were scattered everywhere on the Bay. Wild Card was on their way to finishing while the rest of us were ghosting along. Triangle elected to stay true to the rhumb line (darn it there was no rum to be had on the boat either). We saw some stay in the middle of the bay while others headed to the eastern shore. One thing for sure, there was no hiding from the eventual shut off of the wind. I watched some boats as they raised and lowered spin and jibs to see if they could make their boats go forward. I realized at that very moment why I now choose to be a cruiser. There is this thing called a motor on our boat that we turn on in conditions like this.

It was a mad dash to the finish. Well, not exactly. TOTW got caught in the current and drifted away from the finish while Triangle held the rhumb line (he kept teasing me with that word) staying out of the current. Although TOTW held a good margin on us after loosing the 12 ounces of weight, Triangle drifted in behind them by only a minute thirty seconds. That was enough to put us ahead on corrected time.

Sunday, conditions were rainy and blowing a good 12-15 knots. All I had to do was remember my duties and perform them in wet weather gear on a slippery, newly painted tramp. Right?!? The first spin set was pretty good. Gary then ordered me to the low side. That is completely new to me since on the monohull I race on I'm always sitting in the nose bleed section dry as a lark. All I'm going to say is women who pay good money for spa treatments should sit on the low side of a race trimaran. I got the best salt bath and massage of my life. BTW Clint...I need a better pair of wet weather gear. Mine don't work. I was soaked to my bones.

For reasons unknown to me (because I couldn't hear with water in my ears) we took the spin down to briefly put the jib up. So I got in my battle position. Aaron was needed elsewhere and I had to grab the lazysheet to bring the spin down. Clint kept saying, "You need to reach out there to grab that sheet." With me trying not to fall off the low side and taking waves in the chest I grabbed the sheet and began pulling. The next thing I knew I was under the blue spin with muffled voices outside saying "Get it stuffed." As I flung my arms I still had one section of the spin filled with air and another section drenched underneath me. Somehow I finally got most of it

stuffed when Gary and Clint told me to say put and hold on because it was going up immediately. I think at one point I was lower than then water line. Not sure because I couldn't see clearly for all the water coming up over my head. The next hoist had not one but two wraps in the spin and a slight tear in the foot. Sorry Gary. I was just happy that no part of my body was hoisted.

For some reason Gary and Clint missed the note in the sailing instructions that told us exactly where the finish line was. I kept thinking that Gary was trying to be a cruiser with no real destination. It appeared that no one else knew where it was either because all the boats we were around were going in all sorts of directions. Alas the finish line appeared out of the fog and we went over it with our slightly ripped spinnaker filled.



I have to say I really had fun mixing it up with TOTW, Fitness, Triple Threat, Trinity and Flying Circus on Sunday. When we got back to port Gary said words I didn't think he would say "You guys can crew for me any time." I really think he meant it too.

After we both took our two Aleves chased with a glass of red wine we reflected on the weekend. We had a ball racing with everyone but can't wait to get back on our cruising boat where the destination is never really known and the rum is always flowing.

Thanks Gary. We had a ball!

Terry

Notes from the Newsgroup

From Donald Lawson

I think it is good for us to follow the development of the ISAF Multihull debate for the 2016 Olympics.

Subject: Multihull for 2016 - The time is now!

Dear Cat Fans,

There is now a serious risk that Sailing could be dropped from the Olympics in the new era of competition between sports for limited slots. The ISAF Annual Conference in Athens between 5th and 13th November is a good opportunity to improve Sailing's chances by introducing more high-performance events including multi hulls once more for 2016.

This is on its agenda because the Executive proposes that the decision be brought forward to this year and the Events Committee recommends that the Olympic Regatta includes a Mixed Multihull Event - a solution that we first suggested in our 2008 Report.

However it also has many 5x2 submissions for one Event each for Men and one for Women in five distinct disciplines - One Person Dinghy, Two Person Dinghy, Keelboat, Multihull and Windsurfer.

These maximise telegenic high-performance boats and therefore TV revenues, which may prove to be the decisive factor. They are also the most logical and comprehensible for non-sailors.

Here is our new Report on this crucial issue. See <http://www.catamaran.co.uk/> for background information on the last campaign and <http://www.multihull2016.com/> for progress of this one.

Please express your views politely to your national representative(s) at the Conference.

He is Gary Jobson and can be emailed at olympics@ussailing.org

Nick Dewhirst
Chairman
United Kingdom Catamaran Racing Association
<http://www.catamaran.co.uk>
<http://www.multihull2016.com>

From Doug Frantz

Anyone have good advice for my first trip to the sailboat show? Which days to attend? Where to park? I'm within 30 minutes of the location, so I don't plan on needing a hotel room. :)

Reply from Dan White

Pay the extra amount and go on Thursday. Much smaller crowd. Park at stadium and take shuttle bus.

Reply from Terry Boram

Doug,

Never been on Thursday but that sounded like good advise. We always go early in the morning, hit the Cruising World free seminars in the afternoon then go back into the show around 4ish to complete our day.

Don't forget to come to our get together on Sunday. Check the newsletter for all the details.

Hope to finally meet you.

Reply from Doug Frantz

Had a blast on Thursday. Weather was perfect, crowd was light. Thanks for the advice to go Thursday. Bumped into a few folks I knew. Wandered past some huge cruising cats. Only two tris that I could find. Took advantage of the wind and went sailing that night. A wonderful day.

Looking forward to Sunday.

And of course no month would be the same without a message from Russ

Re: Baltimore Race

I think I can... I think I can.

Still working on getting that new old Atomic 4 working on Argo. Got it in , got it started and it died. One bad plug. new plug should work, right? No. Check timing - we were careful not to mess with it. Still looks good - or 180 off, but can't be that as it briefly rane with 3 plugs.

So it must be the gas left on the boat all year went bad. With any luck we get it done and get it to the Magothy were our all star crew were try to defend our title at Canadian weekend.

If our old brittle bone don't break, or our feable minds don't fail, we shall perhaps be back for one last multihull race and do the BHLC and Back the following weekend.

Glad to see we have some fast boats to follow around the course so we will not need charts. Just go slow enough that we can keep you in sight.

Doubt we will overnight on the boat but if we can do the race we will try to join you at same marina.

Maybe this year we can keep the long stick thing pointed up in the air. My VHF antenna has never been the same since I got salt water on it.

Russ

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

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Bob Buettgens, rbuettgens@comcast.net, 540 547-2284.

Special Offer

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

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

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

David Nees
Fitness Resource
TRT1200GT
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To Be Completed By Redeeming Store (please print):			
Customer Name	Sales Amount	Sales Order No.	
Phone Number	Store Code	Initials	Sales Order Date

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

2010 Racing Schedule

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