



CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

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August 2005

Commodore's Report

CMA's sailing season has been moving along at a good pace. We had around twenty members and guest at the 4th of July Land/Sea Rendezvous with a great barbeque/pot-luck and a 3 boat raft-up watching the Galesville Fireworks.

The CMA racing program/season is going well. We have had an increase in new racers that on specific dates are showing us all on any one day anyone can win. See the race results in following article. Please congratulate the skippers of Wild Card, Thrill Ride, Noumena, and Triangle.

I had initially proposed a Fall Cruise on the Chesapeake for the week of October 3-10, coinciding with the Annapolis Sailboat Show. At this point, no one has expressed a real desire for the trip this year. Therefore, I'm canceling the trip for this year and will re-schedule for 2006 with a better proposal.

See the directions for the September Land/Sea Rendezvous to be held at the Way's on September 10th. Please bring a friend or guest multihull sailor.

Please coordinate with Vice Commodore: Jere Glover, on attending CMA's Boat Show Dinner scheduled for the "Rock Fish" on Sunday, Oct 9th.

CMA is preparing the winter meeting schedule with speakers. Please advise Jere Glover of your desirers.

Jim Nealey currently on the BOD has agreed to takeover as Secretary from Brad Houghton due to Brad and Barbara's move to Southern MD. I am sure we will see Brad and Barbara at the main events (Boat Show Dinner and Christmas Party).

Thank You,

Dave Way

Quote of the Month



Multihull vs. monohull debates rage on for some reason. I really like all boats as long as they show well-thought-out and refined design. In the end, while we could debate the various advantages of both types, it just comes down to sailing style. I have clients that love to bury the rail! Maybe your family doesn't like to heel. You'll spill far fewer drinks on this cat.

- Bob Perry reviewing the Switch 51

Catamaran

(<http://www.sailnet.com/sailing/02/bobaug02.htm>)

Racing

The Governor's Cup race was memorable, but much different from last year's. No wind at the start, thunder, lighting and wind early on, then less wind. Eight multihulls registered, six started, two retired, three finished within the time limit. Timothy Layne and Wild Card took line honors for the entire race and corrected into first place. In our class, Dave Way's Trinity and Gene Freund's Noumena

finished and corrected into 2nd and 3rd places, respectively. Typical party conversations:

“You finished at 2, not bad. Oh...2 PM!”

“If it weren’t for the time limit we would have corrected ahead of a lot of the faster boats.”

Great party, though.

Tim Layne escaped without a photo.



Team Trinity crew with 2nd place trophy



Team Noumena with 3rd. Noumena and bigger Trinity in Background

Upcoming Races:

Sep 17 Race to Oxford

Sep 18 Hammond Memorial

Upcoming Events

United States Sailboat Show - Annapolis	October 6 - 10, 2005
CMA Sailboat Show Dinner – Rockfish Restaurant, Annapolis	October 9, 2005

Cruising

Ken and Carolyn Loving on their Aluminum Catamaran Paws send the following installment:

Episode XVI - St. Lucia To Puerto La Cruz, Venezuela: February - April 2005

Although we are going down thru basically the same islands as last year, we are stopping in different harbors and venturing off to new villages. We went to Castries on St Lucia where there are still many interesting, old gingerbread houses and one of the largest craft markets we had ever been to with several hundred small stalls with everybody trying to sell you something.

Further south we had a run in with the ship used in Pirates of the Caribbean. They wanted to use the mooring ball we were on and we told them no thanks. They weren't happy. Fortunately, Johnny Depp wasn't on board. A guy we know got a part in the movie.

The town used in the movie looks so real when you sail by but it is all made of plastic. At the Pitons, two fantastic peaks that jut out of the ocean, we hiked up the slopes a few times and just sat and watched the mountains and the boats in the harbor. Quite relaxing. While there, I had gone snorkeling and found a big grouper that was hooked on a broken line. I'd tried to get the hook out but he had imbedded it pretty good. Carolyn and I went back with wire cutters, but, in the meantime, a nice shark had eaten him so he was now hooked. I dove down

several times and while avoiding being eaten myself, I cut the line and set Mr. Shark free.

In Bequia, we met an old whaler who was now carving sharks and whales out of coral and whale bone. He told us of the days when he would go out in a large rowboat and they would harpoon whales and drag them ashore. Bequia still can harpoon by hand 2 whales a year. They had gotten one this year. Can't say I approve of it but it was interesting having him show us how they did it using his carved whales to describe the chase.

We also got to go up to a Hawksbill turtle hatchery. They get the babies as they are heading for the sea and raise the turtles until they are 2 years old and maybe 1.5' long. They are then released around the Caribbean to restock the dwindling population. Unfortunately, they are still hunted for their shells and meat.

Our windlass, the winch that raises the anchor, has continued to give us fits. The company replaced everything but the windlass and still we had problems. It either didn't go up or didn't go down or went up very slow or wouldn't stop. I fixed the terribly constructed solenoid several times. We finally bought another company's solenoid and all seems well for the moment. It sure is nice to have that anchor chain come flying in when you are leaving.

In Trinidad, we took a boat trip to the Caroni Swamp. There were hundreds of Scarlet Ibis. They are so red - it looks like lycra bathing suit red. They would all go to one tree and many other trees would have not a bird in them. While there, we also saw a two-toed sloth and several boas. One night we actually left the boat and went out to dinner with some friends and to see this somewhat famous pan band. They had 12 members and the bass pans had either 2 or 3 notes on them. It was quite fun but I think I will stick with my guitar. I've actually taken the time and have learned several new songs. I've been teaching a friend we were cruising with much of the winter and I think that got me motivated again.

We also went to a military museum next to where

we were anchored in Trinidad and it was really fantastic. We have gone into some museums and paid \$5.00 and you go thru the door and there is one room. This one went on to the point we just had to leave. It was all well done and very informative.

On leaving Trinidad, we again stopped in Scotland Bay and spent the evening listening to the Howler Monkeys. They sound like lions roaring in the distance. From there we sailed out 30 miles to avoid the coast of Venezuela and the pirates. It makes for a fun night. The book says go out 50 miles but that seemed a bit too much. At Los Testigos, when we were there before, we couldn't get into this beautiful white beach anchorage because it was too crowded but this time we were on our own. At another anchorage about a mile away, we ran into Banta, a 29', engineless, 70 year old, wooden boat we first met in Brazil. Kids playing in their dinghy ripped out the bottom and it is held together with rope and no outboard. He is in his upper 60s, an artist, and she is maybe 25. They were there to paint the bottom and had careened the boat on the shore; the next day hurricane Ivan came and they thought they had lost the boat but only the mizzen mast and rudder were destroyed. Get this, the coast guard is there and they told nobody about the hurricane coming until the day before. A French boat wouldn't move from where they were told it was going to be very dangerous. They were washed up and holed on the same beautiful beach we were anchored by. The local fishermen, poorer than church mice, got him off and helped repair his boat. He left without even saying thanks. Banta has been there for over 7 months making repairs. There is absolutely nothing on this island. Not a store. We gave them some of our precious guayabada from Brazil because I'm sure they haven't seen any for ages.

Our luck/skill at fishing is, to say the least, poor. Well, we are coming across a shallow area and I told Carolyn if we are ever going to catch a fish this is the spot. Minutes later, the line tightens and I start to bring it in. I get it to the boat and a very large hook has been bent straight. No fish. Minutes later the next line goes tight and I bring it in and my best, big, silver spoon has been ripped right off the heavy line. We have no idea what was

out there but probably best we didn't have to try to bring them in.

One windy night, two net fishermen were out in their boat behind us and it started sinking. I got in our dinghy and go out to help because they are being washed out to sea. We get things straightened out, pull in the nets and get one guy in the dinghy and tie the now submerged boat and the other man to our little dinghy and motor off to shore. We were all soaked and after getting them to shore they say gracias and pull their boat onto the beach.

We went to Blanquilla and several anchorages in Tortuga. The beaches are so white that Carolyn wears two pair of sunglasses. We got lots of nice shells and did some decent snorkeling.

On Tortuga there was a 40' plus sailboat wrecked on the rocks, another 40' plus cat just sitting high up on the rocks stripped of everything on her and a few weeks before we got there a brand new 52' Amel sailboat, after being warned not to approach the anchorage in the dark, went right up on the rocks for a total loss. We watch things closely; no other choice with Captain Carolyn at the helm. We time our departures so we get to the anchorage in the middle of the day.

Carolyn has been talking with her Ham buddy, Norm, in DuQuoin every Monday to keep up with what goes on there. She worked very hard to get her license but it has really paid off in being able to talk with all sorts of people about weather and other issues. She doesn't just jabber (*editor's note: hams don't "jabber," we "rag chew"- Gene, N8KUA*) except with one boat we have spent a lot of time with.

We are now in Puerto La Cruz, Venezuela at a marina, med moored to the dock. We are washing things up and are waiting to do some traveling inland then head to the USA in a month or so. All goes well. Sorry, I try to keep these to a page but this is only the very tip of the iceberg. Carolyn puts out a detailed report every other day that goes to many people who hopefully aren't bored by our exploits.

From the Editor

Your editor is throwing this issue together on the eve of deploying to Mississippi for the Hurricane Katrina effort – or at least that's his excuse for the sloppy newsletter this issue. I'll be particularly neglecting the "snail mail" recipients, as they will have to wait until I return (hopefully in two weeks).

If you know any of 'em, please forward a copy or send them to the website.

Is anybody interested in an "Associate Editor" position – in charge of negotiating and enforcing deadlines, proofreading, managing membership lists and sending out the paper copies? (Other duties and co-editorship/usurper status are also totally possible, but someone who's good at and enjoys the tasks above (and isn't necessarily conversant in the desktop publishing and web stuff) could be a killer team mate for this effort!

Please send in articles and photos, your editor will be very grateful.

Membership Matters

Membership Renewal

After every newsletter I receive a flood of renewal checks and since there are still several members paid through 2004 who haven't renewed for '05 yet, I'll make one more plea. Please take a minute to either review your check book or E-mail me at johnwayshner@hotmail.com and I'll check our records for your membership status. Please send your renewal check to CMA Membership, 1435 East West Shady Side Rd., Shady Side, MD 20764. Yearly membership dues is \$25 (or \$20 if more than 200 miles from Annapolis, MD) plus \$20 racing fee if applicable.

I encourage the new members (and the old ones) to express your opinions to CMA Board members as to what you want out of your club membership. I have found the Board always willing to discuss new ideas. Speak up, show up at events, and become involved with the club's

operations. You will make this a better organization for everyone.

John Wayshner

Need Crew?

We've heard from the following with interest in crewing on multihulls:

Name	Interest
Tom Kawecki tkawecki@space.nrl.navy.mil	Racing/Corsair
Rick Morton rick.t.morton@gmail.com	Racing/Corsair
David Nees dnees@fitnessresources.com	Racing on Multihull

For Sale

CMA Flags and Jacket Patches

There are a few CMA flags (burgees) left. Hurry up and order yours to keep your multihull in "Bristol" style. They are \$22.00 each. These are high quality flags made from heavyweight fabric with the CMA logo sewn on. Or, you can let the world know multihulls are the way to go with the CMA Jacket Patch. Each patch cost \$3.00, which includes shipping to your doorstep. Send your check to Mike Brian.

Jacket Patch



Burgee



Make checks (only) to: CMA
c/o Michael Brian
416 Plainview Ave.
Edgewater, MD 21037

2005 CMA Board Members



Commodore	Dave Way	(410) 867-2814 daveway@chesapeake.net
Vice Commodore	Jere Glover	(410) 268-2872 Jereglover@aol.com
Rear Commodore/Newsletter Editor	Gene Freund	(410) 750-3134 Genen8kua@comcast.net
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	Tim Layne	
	Kiyoshi Mizuuchi	(301) 279-5829 kmizu@helix.nih.gov
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APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL

(Circle One)	<i>New Application</i>	<i>Renewal</i>	<i>Correction</i>
Name(s) (as you wish it to appear in the roster):			
Street:		Boat Type/Model:	
City:		Boat Name:	
State/Zip Code:		Manufacturer/Designer:	
Home Phone:		Year and Rig:	
Business Phone:		LOA:	Sail #:
E-mail Address:		(Circle): <i>Cat Tri Mono Proa</i>	
Sailing Interests:		Home Port:	
How did You hear about CMA:			
Questions/Comments:			

Send form with check for \$25, or 20 if more than 200 miles from Annapolis, MD, (plus \$20 racing fee, if applicable) to: John Wayshner, CMA Membership, 1435 E.W. Shady Side Rd, Shady Side, MD 20764.

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John Wayshner, Membership Board Member
1435 E.W. Shady Side Rd
Shady Side, MD 20764