



CHESAPEAKE CRUISING MULTIHULL ASSOCIATION NEWSLETTER

<http://ccma.instantname.com>

VOLUME XXVII NUMBER 5

September/October 2003

Boat Show Dinner

The annual CCMA Boat Show Dinner will be held on Sunday October 12th at the Deep Creek Restaurant in Arnold, MD. Participants can choose from three entrees at a cost of \$36.00 per person. Selections are made on site.

- Two broiled crab cakes; served with baked potato.
- 12 oz. New York strip steak smothered with sautéed peppers and onions; served with a baked potato.
- Chicken Marsala sautéed in a reduced marsala wine and mushroom sauce; served over roasted garlic mashed potatoes.

Soft drinks, iced tea, hot tea, and coffee are included. A cash bar will also be available.

Festivities will start with a social hour from 6:30 to 7:30 with dinner and presentations by exhibitors to follow. Space is limited to 50 people, so RSVP to Mike Brian at 410-956-2199. Checks (only) need to be made out to CCMA and mailed to:

Mike Brian
416 Plainview Ave.
Edgewater, MD 21037
410-956-2199



St. Mary's Governor's Cup Race Report – August 1-2, 2003 By John Wayshner

Our navigator was lost in the beltway's traffic and already late for the 3:00 pm departure when he called. Captain Dave calmly told him to "take his time and drive safely" then added "we're leaving at four". It was actually a welcomed delay. The rain was pouring down. Had we left on time we would have been caught in the midst of it. The wind was out of the South so the chop wouldn't slow us down on our way up to Annapolis. If we left by 4:00 pm we should easily make the 6:00 pm start.

The rain had subsided to a drizzle as we left the dock. Our foul weather gear was on and judging from the forecast it would remain so all night. As we passed Galesville, I spotted Dick Bean's Seawind 24 tied to the pier in front of Topside. A seventy mile beat down the bay in front of him, rain or not, he was in for a wet ride tonight on his small cat.

Of the 140 boats maneuvering around the start eight were multihulls. Five trimarans and three catamarans had shown. I was crewing on Trinity, Dave and Ruth Way's Corsair 31. Our competition tonight were Kiyoshi on his new Corsair 31 Race, Ahoodori, Phill Wadsworth with his F27, Conker, an F28 Race that I hadn't seen before by the name of Gone Plaid, Tony Smith with his new Telstar, Jere and Loyld Glover on Gemini, a Gemini 105, Phil Rappa with a Stiletto 27, Previous Engagement, and Dick Bean with his Seawind, Mistral.

Each class start was staggered five minutes apart with the multihulls departing first. The starting line was between the anchored schooner, Sultana, and the Severn River Channel Entrance, R"2". We all crossed the line on starboard heading towards the Eastern Shore. Ahoodori quickly took the lead. The wind was light but steady. We were making about 4 knots. Dave positioned the crew on the lee float raising the windward float out of the water to reduce the wetted surface drag. This helped as the gap between the Corsair 31s seemed to narrow.

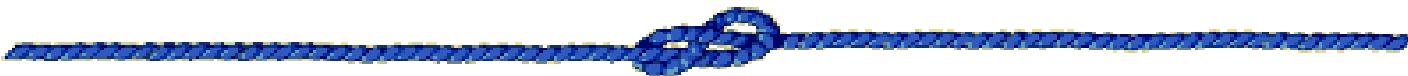
On our first tack as we passed in front of the F28R we noticed that they were using their screecher. We had tried using Trinity's screecher hard on the wind a few races back without much success. However, Gone Plaid seemed to be pointing surprising well. The wind was beginning to build. Despite our five minute advantage some of the PHRF A-0 boats had over taken us. Donnybrook, the 70 footer, was up ahead about 1/8 of a mile nearing Thomas Point Shoal when they tacked back out to find open water. Ahoodori soon followed suite. We were making 7 knots, so I convinced Dave to hold this tack a bit longer. This turned out to be a mistake as the next time we crossed paths with Ahoodori they were well ahead of us.

By dark we were below Rosehaven almost to Chesapeake Beach. Ahoodori was a good 1/4 mile in front but still the closest boat to us. We could see the other Tris behind us but they were to far away to tell who was who. The catamarans, beating to windward, were having a difficult time keeping up. The rain showers continued sporadically throughout the night. At one point the sky turned black. It's darkness blended into the water and the horizon line in front of us could no longer be distinguished. The wind increased and for the next fifteen minutes we were doing a steady 12 knots. At some point during the evening Dave realized we were between a cruise ship steaming down the bay and a tug pushing a barge up the bay. Until he got things sorted out, it was unclear which was the more pressing concern being between the two ships or that we didn't have a defibrillator aboard.

The further South we traveled the more Westerly the wind became. By the middle of the night we were heading 160 degrees, an acceptable deviation from the 180 degree rum-line. We made a couple to short tacks trying to get around Point Lookout. Once in the Potomac we stayed close hauled towards the next mark, St. Mary's River junction buoy. About half way there a boat to our windward caught us and began to pass. Ahoodori! Somehow we had beaten them down the bay, but now they were on a better angle to the mark then we were. Then we got stuck behind a monohull. We tried passing to the windward but lost speed pointing and couldn't get around them. In all the excitement we forgot to get the spinnaker ready. When we rounded the mark out went the screecher. In the St. Mary's River the wind began to die. We set the asymmetrical and jibbed up the

river at 2 to 3 knots with barely enough wind to keep it from collapsing. We heard Ahoodori get the gun but with corrected time we knew we had them beat. At 5:49am we passed between the race committee boat and Church Point. The race was over for us, but it wasn't over.

Racing with Dave for the last four years I knew he had been in this position before. With his CCMA race rating he owed time to every boat that was still out there. All we could do now was wait. It was over an hour before the next boat arrived. It was the F28, Gone Plaid. They had trailered down from New Jersey specifically for this race. A little more time passed and in came the F27, Conker, followed by the Telstar. By the time the catamarans came in enough time had passed where we knew they couldn't catch us. We had won the 30th St. Mary's Governor's Cup!



From the Fleet Captain – Phill Wadsworth Governors Cup - 2003

| Sail # | Boat Name | Skipper | Rating | Finish Time | Corrected Time | Pos'n |
|--------|---------------------|---------------------|--------|-------------|----------------|-------|
| M239 | Trinity | Dave Way | 1.044 | 1/05:49:02 | 12:20:13 | 1 |
| M238 | Ahoodori | Kiyoshi Mizuuchi | 1096 | 1/05:41:34 | 12:48:55 | 2 |
| 330 | Conker | Phill Wadsworth | 0.972 | 1/07:18:47 | 12:56:25 | 3 |
| M528 | Gemini | Jere & Lloyd Glover | 0.825 | 1/09:52:31 | 13:05:49 | 4 |
| 27016 | Gone Plaid | Bruce Kohut | 1.021 | 1/06:53:31 | 13:08:59 | 5 |
| 252 | Previous Engagement | Phil Rappa | 0.902 | 1/10:14:02 | 14:38:34 | 6 |
| 301 | Telstar 27 | Tony Smith | 0.983 | 1/09:17:46 | 15:02:09 | 7 |
| US 352 | Mistral | Dick Bean | 0.887 | DNF | DNF | 9 |

The 2003 Governor Cup was run on August 1st, 2003. We had been working on Conker all week, new bottom paint, buffing, graphics etc. It was on boat stands in the driveway at 2:30pm so it was rush to get to the start line, assembling the boat as we motored under the Rt. 50 bridge. The crew did a great job getting everything ready. Winds started light at 3.5 kts from SSW as we set off down the Bay for this 70nm classic. We had a strong fleet of 8 boats. It was good to see Tony out with the new Telstar 27 as he continues the development of the boat. Three F31, the hot boat this season, were out in force to lead the way down the Bay. Phil Rappa on his Stilleto had a multistate crew on board, Jere and Lloyd on the Gemini, and Dick Bean on his Mistral rounded out the fleet as we all headed south.

It was slow going at the start, we were only able to reach 2 kts of boat speed...Oh how I wish the weather forecasters wind of 10 to 15 from the South would come in but not this evening. The winds continued generally out the South with about 10 kts as we were off Cove Point at 01:55, now moving along at over 8 kts but out of sight, as the fleet had split earlier in the evening. We reached Point Lookout at about 05:30 and turned up the river to finishing under the kite with the strongest wind of the race at 12 kts. Dave and Kiyoshi battled out the first to finish with Dave crossing the line first at 05:49:02 in the morning. After racing in 12 Governors Cups congrats must go to Dave Way and his crew for coming in first and having his boat well tuned for the race. Also, a special mention to Phil Rappa for hanging in on the racecourse and finishing at 10:14. The party was great as always, we pulled CONKER out of the water and towed her home. We were fortunate to get her picture on the front of the sports section of the Capital – good for multihulls on the Bay.

Solomons Island Invitational – July 18, 2003

| Sail # | Boat Name | Skipper | Rating | Finish Time | Corrected Time | Pos'n |
|--------|---------------------|---------------------|--------|-------------|----------------|-------|
| M239 | Trinity | Dave Way | 1.044 | 1/06:41:39 | 11:25:32 | 1 |
| M528 | Gemini | Jere & Lloyd Glover | 0.850 | 1/09:22:13 | 11:34:38 | 2 |
| 330 | Conker | Phill Wadsworth | 0.972 | 1/08:06:03 | 12:00:18 | 3 |
| 252 | Previous Engagement | Phil Rappa | 0.902 | DNF | DNF | 5 |

There were four boats at the start of the race as we motored around the check in boat. The wind died as we started and the current picked up. Weather forecast was for SW at 10 kts shifting to North with scattered showers. A bad start for Conker left us in dirty air, ghosting along, we were still only doing just 1.2 kts after the start. At 21:20 we set the anchor after drifting North up the bay and just missing the R1 mark at Annapolis. As the wind kicked in we pulled the anchor. Dave Way had kept everyone still on his boat as we saw him keep some speed to head over to the Eastern shore. Jere, on the Gemini, manage to head further South.

We got ready for the night, radar reflector, tethers (always expecting strong wind!) but it was 22:55 when we pasted Thomas Point light, over three hours after the start. We managed to get some speed out of Conker and went past R78 about 04:00 doing 5 kts. By then we had lost sight of the other boats. We put the kite up as we headed towards R76. The crew wanted coffee but we did not have any matches that would light the stove - long night! We finished at 08:06:03 for last place in the finishers.

Road Trip for the Trans Erie Race, Detroit, MI, to Eire, PA. 140nm



went past Ryan Howe's Formula 60 trimaran, Earth Voyager – wow what a ship.

Wanting to hit the road and see old friends we decided to take Conker for a fresh water splash in Lake Erie. We started on Tuesday evening with pulling the boat from the mooring and putting her on the trailer. Wednesday Conker was towed to work so we could get a fast start in the early evening. Drove to up Cleveland arriving after midnight with Dave Kew, our crew and CCMA member, Cindy, Grace and Colin. Thursday drove to Port Clinton, on the Southern edge of the Lake Erie and put the boat in, motored up the river to the Port Clinton Yacht Club. That evening was expected to be heavy thunder storms so we sailed North to Grosse Ile Yacht Club on the southern edge of the Detroit River with Dave and Kathy (crew from Cleveland). Cindy and the kids acted as ground crew with a visit to her family in Ohio. The sail over was a single tack, steady 10 kt+ getting to the Goose Ile as the thunderstorm came in. We folded up one ama and

Friday evening we went out to the start. The F28 Big Storm got in a luffing match with Earth Voyager and won which gave us the opportunity to get over the line first. Just for a few minutes we were in front of the 60 tri as she found the wind, powered up and hit the horizon. We had the screacher on for this race and the start was in 10 knts of breeze, cracked off using the screacher and jib. We were soon doing 10knts when at 21:00 the foot of the screacher came loose. Nothing else to do but walk the bow sprit, as the sun was going down and reattach the foot of the sail to the furling drum. Wild ride - out on the end of the bow sprit but managed to get it done so



we could get the sail down. Big Storm had headed North of the rhumb line but we had decided to stay as close as possible. Same tack down to Pelee Point, then turn 085 degrees and head East for 95nm.



It was a single tack across the Lake. In the early morning with the jib and kite we were reaching doing 13+ knts. Racing in to the moon light reflected on the water. The log recorded a max speed of 18.1knt during the trip and I am sure it was in the 2 hour period when we were flat out fast. About 0:30 the sun was coming up and we could see Big Storm on the horizon, just North of us. The race was on for the last 60nm. In the night we had taken down the kite but a wave must have blown the bag open as it was lost over the side so we would have to use the small kite. We played cat and mouse with Big Storm for the rest of the day. They would get ahead and we would catch them etc etc. As we approached Erie PA the wind died again and we got into a tacking dual with Big Storm. We crossed the



finish line 100 yards in front after 24 hr 59 min 14 sec with Big Storm finishing with an elapsed time of 25:01:18. Earth Voyager finished in 15:54:30. Yes - 10 hours faster than us for a new West to East record! We corrected out in front and took first place. By the awards on Sunday we had the boat on the trailer. Home late on Sunday in time to go to work on Monday. A great road trip.



St. Michael's Rendezvous July 5th, 2003. Trinity (Way's), Salty Slug (Wayshner's), Go Eat Worms (Brian's), and an unknown F31 from Norfolk rafted up outside of the St. Michael's. Anatole and Virginia Butas were also present.





**L. 2003 Governor's Cup winners - Dave Way (1), Kioshi Mizzuchi (2), and Phillip Wadsworth (3).
 C. Dave and crew after winning the Solomon's Island Invitational; Gemini 2nd, Conker 3rd
 R. Anchorage at Governor's Cup finish at Saint Mary's College.**



Start of Baltimore Sail for Sight

 Right - Trinity crew at the 2003 Governor's Cup



4th of July rendezvous at the Way's before the fireworks at Galesville. Houghtons and Virginia Butas (L.) Wayshner's and Dave Way (R.)



Left - Virginia, Donna & John Wayshner, Nikki Goodman.

Phyllis and Mike Brian with the Wayshner's.




**2003 MULTIHULL CLASS
RACE SCHEDULE**

| DATE | RACE | SANCTION # |
|---------|-----------------------|------------|
| 9/20/03 | Race to Oxford | 353 |
| 9/21/03 | Hammond Memorial Race | 354 |

<http://cbyra.org> - Racing news
<http://www.cbyra.org/results.rml> Race results


Crew available
 Scott - 301-527-8208

For Sale
 Condor 30 1990

Hull # 3. 1990. Ready for racing or cruising. Fast, strong and comfortable trimaran in excellent condition. Two complete sets of main sails w/Furlex furling jib. 2002 upgrades include UK spinnaker, Sunrise Side Nets, and Lewmar running gear/traveler. Electronics: VHF, Loran, Multi function instruments (Wind, Depth, Speed) w/Sailcom, AM/FM radio, and solar panel/system. Engine: Nissan 9.9. Sea Lyon Two Axle Boat Trailer. May hold Note - \$10,000 down. Boat Slip available. \$45,000. Contact: Dave Way, 202-685-5368, or email; daveway@chESApeake.net



Condor 30
Tri My Way

CCMA Flags

25 new CCMA flags will be available at the boat show dinner. They will be ~\$22.00 each. Another great reason to attend the boat show!



CCMA JACKET PATCHES

Let the world know two or more hulls are the way to go with a CCMA jacket patch. Each patch cost \$3.00 which includes shipping to your doorstep.

Make checks (only) to:

CCMA
 c/o Michael Brian
 416 Plainview Ave
 Edgewater, MD 21037

Galesville Fireworks

The Galesville Fireworks were a great show as always and greatly enjoyed by everyone. This is the second year that CCMA has made this event one of our summer cruises, and hope to continue to do so next year.

Galesville depends on its parking fee for this event to fund the next years display. Unfortunately all the rain made the field too muddy for this to happen, so then is no money for next year's event. CCMA has donated \$40.00 towards this event, and many members have expressed an interest in making a personal donation. If you are interested in making a tax-free donation, send it to:

Galesville Heritage Society
 P.O.Box 373
 Galesville, MD 20765

To CCMA Newsletter.

Hi from the sunny Fabulous Florida Keys!

Time marches on. Chuck is not only the author of the latest best-selling book: Cruising in Catamarans, but Corinne has launched her latest book: The Cruising KISS COOKBOOK II which looks like it is headed for stardom.

The Kanters are a traveling duo. Last year a month in China and three weeks in the Caribbean with a stop at Devil' Island and 1100 miles up the Amazon to Manaus in Brazil. This year, three weeks in the South West Caribbean and Mexico, then a month in Vietnam,. Cambodia, Thailand. (They were in Hanoi when SARS broke out)

Chuck is unbelievably busy surveying boats. The economy for big cat purchases seems awfully good. But the picture is bigger than that, Chuck is also chairman of the Near Shore Waters Committee in Marathon.

There is a major transformation in Marathon. Boot Key Harbor, unquestionably the best harbor in the Fabulous Florida Keys. It is now almost restored to its full potential. There are 25 moorings in place with another 34 being installed in September. The Boot Key Harbor City Marina has a large, well protected set of dinghy docks and a friendly knowledgeable staff to welcome visiting yachts. Plenty of room for your cats and tris.

Aside from the new look in the harbor, the City itself (Newly incorporated 1999) is a buzz of activity ranging from an active sailing club with a list of historic events, funky waterfront taverns chic restaurants, great art galleries, local theater group, ingenious museum, banking and medical services, and without doubt the best marine services and provisioning in the entire county. All of this either within walking distance, bicycle distance or cheap cab ride from any of the city marinas.

So y'all sail on down and enjoy the lure of the almost tropical Keys. Love to have you visit. Chuck and Corinne will be at the Multihulls Magazine

booth at the Annapolis boat show, demo days, and, of course, the annual CCMA dinner.

2003 CCMA Board Members



| | | |
|--|---|--|
| Commodore | John Wayshner johnwayshner@hotmail.com | (301) 261-9203 |
| Vice Commodore | Mike Brian | (410) 956-2199 |
| Rear Commodore/ Newsletter Editor | Dick Bean beanra@aol.com | (410) 867-7272 |
| Secretary | Doris Glover Jereglover@aol.com | (410) 268-2872 |
| Treasurer | Vacant | |
| Membership | Richard Tolson Catsailor@mindspring.com | (410) 561-4861 |
| Fleet Captain | Phil Wadsworth phillip@conker.us | (410) 626-7445 |
| Cruising Coord Cruising Committee | Mike Brian Anatole Butas vbutas@hotmail.com Brad Houghton liveslow@erols.com Barb Beitscher liveslow@erols.com Dick Bean | (410) 956-2199 (410) 956-5171 (301) 261-7057 (301) 261-7057 (410) 867-7272 |
| Board Members | Kiyoshi Mizuuchi kmizu@helix.nih.gov Dave Way daveway@chesapeake.net Nat Harrison IHarri9200@aol.com | (301) 279-5829 (410) 867-2814 (703) 256-9461 |
| Past Commodore | Jere Glover Jereglover@aol.com | (410) 268-2872 |



CCMA Treasurer's Report as of July 31, 2003

| | |
|---|-------------------|
| Previous Balance* (5/30/03) | \$4,200.93 |
| Income: | \$95.00 |
| Expense: | \$0.00 |
| BALANCE FORWARD* | \$4,295.93 |
| *Includes balance of Lin Kilmon bequest of \$910.53 | |

Beginning balance for Year 2003 was \$2,941.34

Respectfully submitted,

Richard Tolson, Acting Treasurer



Multihulls waiting for their class to start the Solomon's Invitational.



The Maryland Dove starting the 2002 Governor's Cup.



The Pride of Baltimore II acting as race committee in 2003.

I want to thank all who contributed to this newsletter. It sure makes this job easier when material doesn't have to be fabricated!

The Editor

