



CHESAPEAKE MULTIHULL ASSOCIATION **NEWSLETTER**

<http://www.ChesapeakeMultihulls.org>

VOLUME XXX NUMBER 1

January 2005

Commodore's Report

I would like to start by wishing all the Chesapeake Multihull Association (CMA) members a Happy New Year and great sailing for the 2005 season. Oh, you did notice the change in our name. CCMA per the member's approval at the December Meeting (Christmas Party) is now CMA. The name change was the result of various recommendations by the membership to update our organization as recognized by all the sailing and boating activities and clubs on the Chesapeake Bay. The December meeting included Election of Officers and BODs for 2005. Please review the 2005 list of officers and BOD. Please welcome Kim Layne and Jim Nealey to the BOD. Please contact me or any of the other officers or BOD members to present your ideas, recommendations, and your availability to volunteer to support CMA in 2005.

First, I would like to THANK John Wayshner for the outstanding job as the CCMA Commodore during 2003 and 2004. Please congratulate John and his officers & BOD for their efforts.

In looking forward for 2005, I propose CMA establish the following objectives or a course of action for the year. (1) Review and update the CCMA By-Laws and/or Charter to reflect current CMA purpose, programs and activities. (2) Address Membership in general. Establish Membership goals with an Annual Award to the CMA member who recruits the most sailor members during the year (2005). Please support John Wayshner as this years Membership chairman. (3) Help the Fleet Captain, Phillip Wadsworth, in

developing the CBYRA Multihull Racing Schedule and review/update boat measurement and rating. CMA picked up several new multihull members and racers last fall. Other members have acquired new boats and will be looking for crew. Let's all support each other to enhance CMA's Multihull fleet participation during CBYRA events. (4) Continue to support the CMA Cruising Schedule. We have our traditional functions (Land-Sea Rendezvous). Maybe a Fall cruise on the Chesapeake for a week (to coincide with the annual Annapolis Sailboat Show to reach out-of town sailors). We need a Cruising Director for this year. Mike -last years director - has all the basic cruising data for the Chesapeake. We need a volunteer to coordinate the Cruising Activities. Thanks again for all your Multihull ideas and participation. Let's sail forward to 2005 on a positive tack to match your aspirations.

Thank You - Dave Way



Nat and Ida Harrison's new boat Wind Seeker waiting for better weather.

January 30th Meeting

The Chesapeake Multihull Association's January meeting will be held at the Annapolis Library on the 30th at 2:00pm. It will feature a lecture by Eastern Shore sailors Rex and Celeste Conn. Rex is the master/skipper of Alacrity; a 50' Dick Newick designed Traveler Trimaran. They will discuss the dismasting of Alacrity at the 2004 Heineken Regatta in St. Maarten, the dramatic rig-less run back to the Chesapeake under kite (looks like a parachute, it's sheeted only from the deck - mast not necessary), and preparations for the 2005 Faraday Mill Single-handed Transatlantic Race.

Admission is free and is open to the general public. Rex has participated in several significant offshore passages, logging over 70,000 offshore miles on various multihulls and monohulls. The Annapolis Library is located at 1410 West Street.



Alacrity under Kite Sail

Multihull Maven Website

Gene Freund sends us information on a website that is new (to me anyway). He writes: Allow me to introduce Gesine Kernchen. Gesine and partner Brian Fielder run the Multihull Maven website (<http://www.multihull-maven.com/>) which I believe I would find impressive even if I weren't friends with Gesine. (The site is very impressive and worth checking out – Ed).

And from Multihull Maven's homepage: *With profiles of hundreds of multihull models, their designers and boat yards, this resource provides easy-to-browse and objective information on multihull craft.*

The boat data is linked to thousands of used catamarans, trimarans, proas, and outriggers, making it simple to compare multihulls for sale - and then investigate their background. Multihull Maven's target is to describe all Multihulls afloat, and more models are being added daily.

You'll also find a growing network of articles on all aspects of multihull sailing - cruising, racing, day sailing, or liveaboard, including the gear needed to do it.

February 28th Meeting

George Benisek of Chesapeake Rigging will present a rigging seminar at our February 28th meeting. This will be an interactive, listener takes part, dynamic hands-on realization of what can go wrong, how long it lasts (or maybe not) and how to avoid problems. George has a great array of photos, broken parts and stories to tell and welcomes a tale or two from the audience if you have one to tell.

The topic of his seminar - *It's a Sailboat* The Primary Engine is Mast, Rigging & Sails (Right?). Without them, you're a power boater, using the secondary engine. See how to detect faults on your vessel, learn basic metallurgy terms that define rigging and it's degradation. Learn excellent maintenance procedures to increase the useful life of your rig, how to perform a rigging self-inspection and how to tune your mast and rigging. See the Chesapeake Rigging "Board of Shame" and other horrible broken parts any sailor will want to see, if only to avoid it happening later. There'll be lots of "Show & Tell". Remember to bring your questions about those midnight fire drills, off-shore, inshore or docking catastrophes, rigging failures and those nagging "what if" nightmares for a Q&A follow-up.

George Benisek retired from the Navy in 1996 and continued his sea-going adventures in the marine

boating business over the last nine years. George has been sailing for over 40 years, seriously racing inshore and offshore for the last 20. He has coached the Naval Academy Offshore Sailing Team; raced to Bermuda and back from Annapolis; to Hawaii from San Francisco and been around the block once or twice on the Chesapeake. George has been a sailboat owner for the past 22 years with over nine different boats, once with seven at the same time. He currently owns a Tripp 26 sailboat *Northern Dancer* which he and his crew have raced for the last five years and recently purchased a 2004 Wildcat 350 catamaran *Penguin* which he has owned for the past three months. George can be reached at his e-mail address at work george@chesapeakekiting.com.

Quote of the Month



There was a great difference in boats, of course. For a long time I was on a boat that was so slow we used to forget what year it was we left port in.

- Mark Twain, *Life on the Mississippi*

2005 Membership Renewal

Happy New Year to all! It's that time again; time to renew your membership for 2005. We haven't made necessary financial changes yet to reflect our name change, so for now, continue to make checks payable to CCMA.

In addition to sending your check, make sure we have your correct E-mail address. If you haven't been receiving the Newsletter or meeting announcements then we don't have it. If you have been receiving E-mails at an account where you don't want to receive them at, then let me know.

I've inherited the membership coordinator position from Richard Tolson, who has done a wonderful job over the last 10 years. He has provided he with his records, but as with any change over things can

happen. Please notify me at (410) 867-6919 for corrections.

We are having a membership drive this year. Whoever sponsors the most new members will receive acknowledgement at the 2005 Awards Ceremony. Just have the new member indicate your name on the application form.

Thanks – John Wayshner

Upcoming Events

Members Meeting Kite Sailing/Faraday Trans-Atlantic Race Prep	January 30, 2005
Members Meeting Rigging and What Can Go Wrong!	February 28, 2005

Facnor Endless Line Furler Systems

Installation on Corsair 31R Ahoodori with an integral soft head stay (Part 1)

Kiyoshi Mizuuchi

(10/3/2004)

For a variety of reasons, I preferred to use furlers with an endless furling line for both screacher and jib on my Corsair 31R, *Ahoodori*. I chose Facnor SDG2000PC and Facnor SDG4000PC for my screacher and jib, respectively. This is my report on the technical aspects of their installation and improvements made through the experience on the Chesapeake Bay during the past one and half seasons. I will not elaborate on general advantages of the endless line furling system because many of the points are either obvious or have been discussed elsewhere. Instead, this memo will mainly concentrate on the technical aspects of the development of the soft head stay system and jib halyard that are compatible with the furler along with a few other details.

Furling line

I used 5/16" double braid polyester line and end-to-end spliced to make the endless loop. For splicing, I modified the standard end-to-end splicing by tapering the core short of the splice junction. A half fid-length around the junction consisted of one cover buried into the other without the core. From there, the buried cover is tapered and the tapered end is then buried into the tapered core of the other side. The splice is then stitched along its length. The whole splice is slightly thicker than other segments, but thin enough to be able to go through the furler or the fairlead without any difficulty. The splice is weaker than the standard method, but should still be strong enough for the purpose.

Furling line fairleads

Unlike regular furling line systems, the endless furling line is difficult to put in and out of the usual deck-mounted fairlead after installation. If one uses regular bulls-eye type fairlead, they have to be put on the furling line before splicing the line into a circle, and if one wishes to remove the furler for any reason, one either have to cut the line or dismount all the fairleads from the deck. Besides, twice as many fairleads are needed compared to a regular furler system.

I designed a "Doubull's Eye" fairlead with splitting halves, so that the furling line could be put in and out without removing the base of the fairlead from the deck. The assembly mechanism of the top and bottom halves could obviously be improved further for convenience compared to the design I used, which involves two screws to tighten the pieces together and a center screw that serves as the pivot. Regardless of the details of the design, the "splitable" "Doubull's Eye" makes installation of endless furling line system neater and more convenient.



Three photos showing the furling line fairleads



"Doubull's Eye" Fairlead



(Thanks to Kiyoshi for this excellent article. I have not had room in the past few newsletters to print the entire article so I print it in two, or three parts. I will post the entire article on the website if you want to see how the story ends! – Phil)

2005 CMA Board Members



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

Cat Byte - 1974 Iroquois MkII Catamaran

Length - 30.5 feet Beam - 13.5 feet
 Draft (boards up) - 1 foot 4 inches
 Draft (boards down) 5 feet
 Height - 42 feet Fuel Capacity - 18 gal.
 Water Capacity - 60 gal
 9.9 Yamaha Long Shaft High Thrust (2001) Very low hours (10?) . Additional information:
<http://home.earthlink.net/~jeffruss/CatByte>

For Sale: \$26,500. Contact: Jeff Russell
Jeff.Russell@DoubleStarInc.com

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