



CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

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June 2005

Commodore's Report

At the March 20th CMA Meeting, speakers Rex and Celeste Conn talked about the dismasting of "Alacrity" during the 2004 Heineken Regatta in St. Maarten. They showed pictures of their dramatic rig-less run back to the Chesapeake using a kite. Rex additionally provided an excellent discussion on the preparation of "Alacrity" for his upcoming 2005 OSTAR Race (Single Handling) across the Atlantic.

The Annual Spring Dinner and Awards Program held on April 17, was well attended by thirty plus CMA members and guests. Please check out the list of awards and photos.

The CMA racing season started with twelve multihulls in the annual Annapolis-to-Miles River race. Light winds at the Start but wild excitement with high winds at the Finish. Phil Rappa Broke his centerboard just before the finish but came in second anyway. CMA had eleven racers for the return St Michael's Race Back. For the Race back the winds were variable mostly on the low side. Please check out the results.

My wife, Ruth Sanchez-Way, has accepted the CMA Cruising Coordinator position. Please contact Ruth for updates and questions about upcoming cruises. CMA will hold its traditional events: Mobjack Bay Raft-up/Picnic was June 18. POC is Nat Harrison at 703-256-9461. The Raft-up was held at Pat and Bob Englert's on Wilson Creek, in

Gloucester, VA. Plans for the Fourth of July Land-Sea Rendezvous Weekend starts with a sail to St Michael's and Oxford, finishing at the Way's on the 4th for a Potluck Barbeque at 4:00 PM to sunset. We will end the evening on boats watching the Galesville Fireworks. Stay overnight if you like. We are planning another Land/Sea Rendezvous around August 20, more in the future. I am proposing a Fall Cruise on the Chesapeake for the week of October 3-10. This will coincide with the annual Annapolis Sailboat Show in hopes of recruiting some of our out-of-town sailors.

"Thank You" for your Multihull ideas and CMA participation. Let's continue the 2005 season having fun and sailing safely.

Please contact me and/or any of the CMA Officers and/or BOD members to present your ideas, recommendations, and volunteer your help to support CMA in 2005. Please call Ruth if you would like to help as an Assistant Cruising Coordinator.

Thank You,

Dave Way



in preparing the CMA Newsletter and maintaining and expanding the website.

CMA Spring Dinner and 2004 Awards Program

CMA members and guests meet at the Rockfish Restaurant in Eastport on April 17, 2005. The attendees enjoyed great companionship and delicious individually selected entrees. All present were pleased with their dinner choices and the good service. Please review the newsletter for photos taken by Dick bean and others.

The results of the CMA 2004 Awards Program are as follows:

HIGH POINT AWARDS FOR 2004

- 1st Place: CONKER, Phillip Wadsworth
- 2nd Place: GEMINI, Jere Glover
- 3rd Place: Tied: AHOODORI, Kiyoshi Mizuuchi & TRINITY, Dave Way

PAST COMMODORES' LONG DISTANCE TROPHY

- 1st Place: CONKER, Phillip Wadsworth
- 2nd Place: GEMINI, Jere Glover
- 3rd Place: THRILL RIDE, Jim Nealey

PAST COMMODORES' ELAPSED TIME TROPHY

- 1st Place: ADOODORI, Kiyoshi Mizuuchi
- 2nd Place: TRINITY, Dave Way
- 3rd Place: FINISH LINE, Pat Hogan

DIE-HARD RACER OF THE YEAR – 2004

THRILL RIDE, Jim Nealey

CREWMAN OF THE YEAR – 2004

Dick Bean

CRUISER – RACER OF THE YEAR – 2004

ALACRITY, Rex Conn

LIN KILMON AWARD – 2004

Mr. **Phil Rappa** received the **LIN KILMON AWARD** for his Outstanding Services during 2004



Jim Nealey Receives Die-Hard Racer of the Year at 2004 Awards Program

Quote of the Month



Let me tell you, you don't know what alone is until you are out in the middle of the ocean and your engine is screwed up and you are the only mechanic on the block.

- Ken and Carolyn Loving on Paws (see Cruising section)

Racing

Annapolis to Miles Rive Race May 28, 2005

First race of the season so there was plenty to do on the boat. New bottom paint and all waxed. we were ready to race. Dave Kew was back but Gene had left to race his own boat so CONKER had Rob as new crew. Motored along the Seven River to the start – what a great day.

The race had a postponement and we got going at 11:00. As we looked around, the fleet had grown to 12 boats on the start - Wow. We had a good start

fighting with THE KARIS, Condor 40, who almost took us up but a puff of wind allowed us to bear off past them and down the line to harden up and cross the line with the first bunch. Dave Way on TRINITY got headed up and crossed the line early and had to restart. WILD CARD made a port tack start, passed in front of some and had to duck others. Gary on his F31 TRIANGLE said it was fun for his first race and the start was “interesting”.

We headed down the West side of the Bay to work the high running current. We stuck to our game plan, passing Thomas point at 12 noon in front of most of the F31's we could see. Noumera, Gene Freund, had gone down the middle of the Bay, Thrill Ride, Wild Card and Trinity were all sailing down the Western shore. Ahoodori had held the starboard tack and gone over the Eastern shore looking for good breeze. Salty Dog, John's F24, went with them but left his charts behind and almost did the short course! They had trouble with a shroud and had to lash it back together during the race – good job hanging in to the finish with the repair!

At the Southern most mark, R84A we saw Wild Card and Ahoodori round at about 13:00, Dave Way on Trinity followed. Wild Card used all their sails as they went up the Eastern Bay – Blade to Blaster to Screacher to Kite. Wild Card was moving and lifting a hull as they shot up the Eastern Bay. We rounded and were sailing between 60 to 70 apparent so we hoisted the small kite, hold on - as we speeded up moving well at 13 to 15 knts (we maxed at 18.2 when we checked on shore). Dodging and weaving through the monos upto mark “F” as all the boats converged. The R33 Thrill Ride came up with a Code 0 but no kite and took a high pass getting in front of us. We took the kite down in a crowd, great work by our crew. At mark N Thrill Ride had clean air and had put 6 min on us by the finish up the Miles River. Dave Way kept his kite down as previous years he had wild winds going past some of the points along the Eastern Bay. We tacked upwind from N to the finish. A wild front came rolling in over the fleet. Dick Bean on his Seawind 24 MISTRAL got hit by the storm at mark N, when Dick looked back all was fine until the keel of a monohull appeared as the boat got

pushed over, as he took his kite down the shackle came undone and the kite “came down by itself!” Dick said that the reach up Eastern Bay was fast, pushing 13 knots along the way.

We over stood the final tack and bore down to the finish, looking back at boats being knocked by 30 knt winds. Phil Rappa on PREVIOUS ENGAGEMENT came from N to the finish on a broad reach as the wind had picked up and shifted. His dagger board broke right at the end as he hit 15 knots – “Things break when we pass 15 knt's” Phil said. NOUMERA was flying a screacher but as the wind increased and they rolled in the sail there were not enough warps on the fuller and the sail flapped wildly forcing the crew to drop the sail quickly. On GEMINI they saw the front come in, rolled up the jib and sat tight while it passed, then “took off” as the 28 kt wind gave them a beam reach to the finish, that worked out great for them as their finish at 15:30 placed them 7 seconds in front of Previous Engagement on corrected time.

Position	Boat	Finish Time	Corrected difference
1	Gemini	15:30:44	0
2	Previous Engagement	15:21:17	00.07
3	Ahoodori	14:26:17	04.38
4	Wild Card	14:15:32	04.58
5	Conker	14:56:18	08.14
6	Mistral	15:37:15	14.12
7	Trinity	14:50:22	19.03
8	Thrill Ride	14:51:03	29.14
9	Salty Dog	15:53:36	50.23
10	Noumera	15:34:22	52.05
11	The Karis		No Time
12	Triangle		No Time

Upcoming Races:

- Jun26 and 27 - Northern Bay Race Week - 3 races
- Jul 10 - Race to Baltimore, Sail for Sight
- Jul 11 - Baltimore Harbor Classic
- Jul 16 - Solomons Island
- Aug 06 - Governors Cup www.smcm.edu/govcup

Aug 28 Cedar Point Race
Sep 18 Race to Oxford
Sep 19 Hammond Mermorial

Upcoming Events

Land-Sea Rendezvous	July 2-4, 2005
Land-Sea Rendevous	August 20, 2005

Cruising

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

Episode XV - Annapolis to Martinique

We had a decent sail down the Chesapeake interrupted by getting a crab trap caught in our prop requiring a swim by Ken. We stayed in Hampton Rhodes, VA, waiting for decent weather. It is a nice town with museums and other interesting things to do. Unfortunately, it was late October and getting rather cool so our diesel heater was on frequently.

We took off on Oct. 28th along with an aircraft carrier, submarine and another cat from South Africa heading out into the ocean blue. We had a pretty good ride across the Gulf Stream compared to other times; our 7th time across it.

Ken had a merlin hawk briefly land on his hand one night, sort of startling. The hawk stayed tucked into the sail cover most of the night until the winds picked up and we had to reef. On the 31st the log says "6 hours sleep, read and shower, about perfect."

The wind continued to die and when we started the engine it overheated. Let me tell you, you don't know what alone is until you are out in the middle of the ocean and your engine is screwed up and you are the only mechanic on the block. It turned out to be a clogged hole at the top of the "radiator" cap. There is nothing in any of the manuals about cleaning it but from sking around, it does clog up.

We got to Anguilla early on Nov 6th - 1500 miles in 9 days. We had just gotten there when a boat came in with a casket; it was marked head at one end and foot at the other. I guess those are good things to know. We wanted to go to town but it was about 6 miles away. After talking with the cab driver, who couldn't quite come up with a price for the trip, we hiked it.

The town was called the Valley but it was on a hill. With big winds coming, we headed for the protection of St. Martin. There was a very high end 100+' sloop there whose mast had just folded in half with the sail up; can't imagine what it will cost to repair that. Cruisers end up in St. Martin with no money and they end up working for years at low paying marina jobs. It is a life style they get into.

From here, we were off to St. Kitts to visit Leonard, a friend we know thru Bert and Larry. It was a nice island with a cute town and a rather significant fort which we took a bus to then had to hike forever to get from the main road up the hill. In my next life, I'd like to have more money to afford a taxi now and then. Virtually no cruisers go to St. Kitts - it is somewhat out of the main path between the islands. A few days before we got there, they had a significant rain and three cars were washed down the main road right into the ocean. You could still see the roofs. There are very large signs all over the road saying "don't park here if it looks like rain". Can you imagine what you would tell your spouse when you walk home?

St. Kitts was a major sugar cane manufacturer and in 1973 it had its best year ever. Now there is almost no production. Other countries came up with more efficient ways of processing the sugar cane and all over the island are smoke stacks that are now not used. We snuck over to Nevis by ferry for a day and visited the very nice botanical garden and some museums. They really do like to soak the tourists. Leonard took us to the south end of St. Kitts to a nice restaurant on the beach where they have a very large pig named Wilbur who wanders around freely among the tables. In the USA, he'd probably end up being the main course.

We headed south again and went by Montserrat where they rather recently had a massive volcano and you can still smell the sulfur well out at sea. We anchored at Deshaies, Guadeloupe, where we toured the island by bus.

The busses were nicer than normal but with massive, loud sound systems requiring ear plugs for us old folks. The driver would stop when he felt like and go and eat or play the lottery or do his grocery shopping. Can you imagine that in Baltimore?

We took a grueling 2½-hour hike up a jungle river continually going up and continually boulder hopping and trying to avoid falling in the river. It was quite hard and Carolyn was the only one not to fall in the river. The view from the top was magnificent.

Next stop was Pigeon Island where we snorkeled all around the island. Jacques Cousteau said it is one of the best dives in the Caribbean.

In the Saints, our shift cable support broke. We jury rigged it and are waiting for a replacement but that is another story. In southern Guadeloupe we got up at 0100 and laid on the deck and watched the Geminid meteor shower. It was quite a show. Not much air pollution down here. On another day we paddled all the way between the two halves of the island - 10 miles with some really interesting shells and one large tree with a 100 egrets in it then hardly an egret to be found for the rest of the trip.

We ran into IDEC, a 70' trimaran that recently broke the record for sailing single handed around the world.

Made a brief stop on Marie Galant then off to Dominica. They had a 6.2 earthquake earlier in the month. Most of the town was fine but two rather large Catholic churches, one built in 1850, were leveled but the school across the street didn't have a crack in it.

By now we had hitched up with Kokopelli, a 42' monohull from Arizona. We rented a car together and toured the island. Dominica is a rather poor island but very beautiful. We stopped at a small restaurant that was perched

way up on a cliff overlooking the ocean and the beach. The waves were crashing in several hundred feet below us, and the coast curved so you could see the mountains off in the distance. The meal had 10 local vegetables and fish, all for a song. We found sulfur springs bubbling out of the earth.

The roads were unlike anything in the USA, hairpin turns on hills so steep that your tires would spin - this tied into dealing with local drivers who think there will be nobody else on the road. I think they believe that if you die in a head-on crash, you go straight to heaven. The roads go right along valleys that drop straight off into deep ravines. Very impressive views if you stay on the road.

Much of the island is planted in bananas. We got some nice hikes up in the rain forest. We arranged for our Christmas dinner from a lady who solicits business by going up to people on the street. We weren't sure what we were getting into but she went out the night before and captured several land crabs and we had a local stew that was quite good.

We then headed off to Martinique where we climbed Mt Pelee, the volcano that in 1902 killed everybody in the town, 30,000 people, except for a murderer who was in his jail cell. Ask me about justice. It was 1400' straight up thru the clouds and mist. Frequently, you were using your hands to get up the trail. At the top, the clouds cleared for a while and we got a view of the harbor where Paws was resting.

After a few more anchorages, we arrived at St. Anne where we have been waiting for our replacement part for our engine for exactly one month. They arrived yesterday and are now installed. Thanks Larry!! The US post office said it would take a week, Martinique said two but who is counting. St. Anne's is nice and we have had access to a car on several occasions so on Sundays we go on some serious hikes in the rain forests. On one trip we visited a large statue erected to commemorate a slave ship that sank near here and over 300 slaves died because they wouldn't let them out of their shackles. Ironically, most of the whites had died at sea

before the wreck. About 30 women survived because they weren't shackled.

Anna Sophia, the 30' cat that we sailed with over in the Canaries in 2002 was here yesterday and we caught up on what we both have been doing. We also found out from other cruisers that our friend Don, who we had cruised a lot with last year, had died.

Carolyn has been enjoying the French soldiers. They wear what Ken noticed to be short, camouflaged shorts and Carolyn noticed that they were also very tight shorts. We are anchored next to our sister ship that was built in Canada by a Frenchman and sailed down here in November. We plan to leave next Tuesday 2/8 for St. Lucia.

All is well and even though we only planned to spend about two nights here and are going to be here over a month, we have had a good time and will miss our friends on Kokopelli (*next: XVI - St. Lucia To Puerto La Cruz, Venezuela*)

From the Editor

Note Phil Rappa's receiving the Lin Kilmon for his Service to the club as newsletter and web editor. I'm sure we're all grateful for his good work on the newsletter (and for still helping with the website!). I'll do my best to Phil his shoes and ask your patience as I get into a groove with this: The new (to me) boat and new (to me) newsletter have been competing for attention.

If you receive this electronically or on the web, look to the back pages for any additional pictures. To save space, copying, envelope stuffing time and postage, the "snail mail" will not have the extra content, especially since the photos don't print too well in black and white. I guess I could search for a half-tone function, but I'll instead take this opportunity to encourage all to receive this electronically if at all possible.

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.

For 2005 the CMA welcomes nine new members:

George Benisek Kevin & Alexandra Duffy	Wildcat 35 F24 MkII	Catamaran Trimaran
Larry Forgy Gene Freund	Macgregor 36 F-28R	Catamaran Trimaran
Tim Layne Chris Robinson & Gwendy McCoy	Reynolds 33 C-28R	Catamaran Trimaran
Mike & Susan Ratrie	Maine Cat 41	Catamaran
Bill & Linda Schardt	Gemini 104MC	Catamaran
Dana & Maryalice Stoffregen	C-28R	Trimaran

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
Donald Lawson dlawson688@yahoo.com	Crew on Racing Tri

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 daveway@chesapeake.net	(410) 867-2814
Vice Commodore	Jere Glover Jereglover@aol.com	(410) 268-2872
Rear Commodore/Newsletter Editor	Gene Freund Genen8kua@comcast.net	(410) 750-3134
Treasurer	Doris Glover Dorisglover@aol.com	(410) 268-2872
Secretary	Brad Houghton bradbarb@comcast.net	(301) 261-7057
Membership	John Wayshner mjohnwayshner@hotmail.com	(410) 867-6919
Fleet Captain	Phil Wadsworth phillip@conker.us	(410) 626-7445
Cruising Coord.	Ruth Sanchez-Way	(410) 867-2814
Cruising Comm.	Barb Beitscher liveslow@erols.com	(301) 261-7057
	Mike Brian	(410) 956-2199
	Anatole Butas vbutas@hotmail.com	(410) 956-5171
	Brad Houghton liveslow@erols.com	(301) 261-7057
Board Members	Dick Bean beanra@aol.com	(410) 867-7272
	Mike Brian	(410) 956-2199
	Tim Layne	
	Kiyoshi Mizuuchi kmizu@helix.nih.gov	(301) 279-5829
	Jim Nealey jim@storyboardnow.com	(410) 729-0481
Past Commodore	John Wayshner mjohnwayshner@hotmail.com	(410) 867-6919

2004 Awards ceremony:



Crew in lieu of Conker skipper



Elapsed time



“uhh, Jere, is this High Point or Distance?”



With Alacrity



“Gov’s Cup, right-side up. New rating on back...”



Congratulations to Phill Wadsworth and Jere Glover for their 1st and 2nd Place CBYRA High Point trophies (photos taken earlier this year at CBYRA ceremony).



APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL

(Circle One)

New Application

Renewal

Correction

Name(s) (as you wish it to appear in the roster):

Street:

City:

State/Zip Code:

Home Phone:

Business Phone:

E-mail Address:

Sailing Interests:

How did You hear about CMA:

Questions/Comments:

Boat Type/Model:

Boat Name:

Manufacturer/Designer:

Year and Rig:

LOA: **Sail #:**

(Circle): *Cat Tri Mono Proa*

Home Port:

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.

CHESAPEAKE MULTIHULL ASSOCIATION

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

John Wayshner, Membership Board Member

1435 E.W. Shady Side Rd

Shady Side, MD 20764