

CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

VOLUME XXIX NUMBER 6

October 2004

Christmas Party

Mark your calendars for the Annual Holiday Membership meeting, Sat., Dec. 4th, 5:00pm. During this meeting we will hold an official vote on the club's name change from the Chesapeake Cruising Multihull Association to the Chesapeake Multihull Association and will elect new Officers. A potluck Dinner will follow. Meeting/Dinner will be held at Mike and Phyllis Brian's home at 416 Plainview Ave., Edgewater MD. More details and directions will be available in the next newsletter and on the club website.

CCMA Meeting

The weather has turned cold and it is more difficult (not impossible) to sail. However, you can still get your Multihull fix because the membership meetings will be held all through the winter.

The next meeting of the Chesapeake Cruising Multihull Association will feature a presentation on the new Reynolds 33 sport catamaran. Jim Nealey, Captain of "Thrill Ride", and crew, Tim & Alex Layne will discuss their impressions of the boat including experiences encountered during the Race to Oxford. With wind speeds at 30 to 50 knots during the race, Thrill Ride was the only multihull to finish reporting speeds exceeding 20 knots! The meeting will be held on Sunday, Nov 7th, 2:00pm at the Annapolis Library on West Street. The presentation will be open the general public.

Race to Oxford

Hello, all.

We made it! With the able crew of Tim Layne and his son, Alexander, we completed the race to Oxford. It was truly a "thrill ride" (GPS-20+knots) surfing down and powering through 6-8 foot swells down the bay to the first turn (G"7") into the Choptank. That turn put us on a reach in very heavy beam seas. Attempts to furl our blast reacher were futile so we dropped the rig and stowed that along with our jib. Under reefed main alone, we just managed to stay on both feet until the final turn into the Tred Avon. It was a slow beat up the river to the finish. With the breeze still up, we motored in behind Oxford to a small cove to anchor. The TAYC boat found us and we gained the TAYC for a hot shower and refreshments.

I was sorry to find that we were the only boat in our class to have finished. I was glad that you folks saved yourself the punishment that day had served up for us. It was a tough go and we now faced a return trip in better but far from ideal conditions.

After a very windy night on the hook, the late arriving TAYC boat collected us for breakfast at the club. By the time we had returned, rigged the boat and wrestled our anchor out of the clay bottom, we were late for the start (seems to be a recurring theme for me) and the committee boat was no longer on station. Our radio failed to raise the club, so with TAYC abeam and three long blasts on our horn we were off with reefed main and blade jib.

We managed all the turns on our way home save for the mysterious "Club Mark "x" to port" and found our way to the finish line, crossing without a sound from the committee boat. What? We didn't officially start? Or we missed club mark x? Oh well, onward to Annapolis in diminishing winds. I must admit the fight was out of me at the end of the day.

Conclusions: Great crew. Tim Layne and son, Alexander were super. Couldn't have done it without them and their good humor throughout a very trying experience. We had some hairy moments, but the R33 stood up well to the challenge. I have confidence in the boat and the punishment she can withstand. Glad for the experience, but I will never sail in those conditions again, given a choice!

Regards,

Jim Nealey
R33 "thrill ride"

Tim Layne's account follows:

Due to the poor visibility and boat traffic we could not see both ends of the start line. During the confusion we found ourselves on the wrong side of the line as the A0 boats or downwind sleds were starting. This required us to reach across the starting area on port tack in front of the bows of the sleds losing a lot of our windward position. As our gun went off we were still beating back to the start line under main alone in the third reef position. Unfortunately Jim's boat has boom furling with reinforcement patches but no way to attach an outhaul to flatten the main. Due to this we were barely able to work to weather enough and manage a dip start in that seaway.

Once underway we hoisted our jib and were surfing on the swells and peaking in the high teens. About half way down the first leg of the course I convinced Jim to unfurl the genoa whereupon we were able to start punching through the back of the waves in front of us. This had us no peaking into the low 20s. As we were getting closer to the turning mark the water was getting shallower and the waves steeper. The genoa would not furl

properly and we doused it on deck. Shortly after this, the boat squared off on a breaking wave driving the bows and forward tube under the back side of the wave in front and nearly pitch poling us over. Surprisingly after everyone was thrown forward the boat recovered very nicely.

After this near crash, we took the jib down and began clearing the sails off the foredeck. As we rounded the leeward mark we were now reaching in steep beam seas taking near knock down gusts and releasing the main every time the wind would get under the tramp. After about a half hour we were out of the wave action and beating up the Choptank to the finish.

Later at the Yacht Club I overheard one of the Navy boat crews saying that they had recorded a 51-knot true wind gust. A friend from work who won his class on the Catalina 27s and High point series told me he recorded a 40-knot true wind gust with his wind instruments.

Tim Layne

Highpoint Racing Results

Kiyoshi Mizuuchi

I am reporting the year 2004 racing activities for the Multihull Class.

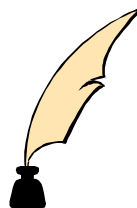
The Multihull Class originally planned to participate in 14 races for the year 2004. One race was cancelled due to the high wind and our class withdrew from two races, which were under the influence of a hurricane remnant with the safety concern (although one boat successfully completed the course). The average number of entrants per race in the twelve races was 5.91 (4.73 starters per race). Thirteen racers entered and started in races and the overall number of races entered by the racers was 77 (55 starts). Five racers participated in five races or more, thus qualifying for the CBYRA Highpoint. Their scores are listed below.

2004 HIGH POINT RESULTS

Place	Boat	Owner	Number of Races	Score
1	Conker	Phill Wadsworth	10	0.614
2	Gemini	Jere Glover	10	0.588
3	Ahoodori	Kiyoshi Mizuuchi	6	0.581
4	Trinity	Dave Way	10	0.477
5	Previous Engagement	Phil Rappa	6	0.270

Upcoming Events

Members Meeting	November 7, 2004
Christmas Party and Members Meeting	December 4, 2004



Quote of the Month

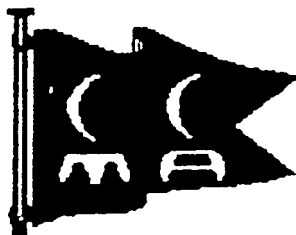
“Progress is man's ability to complicate simplicity.”

Thor Heyerdahl

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.

Burgee



Jacket Patch



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

For Sale

Seawind 24: Hard decks rear, trampoline front, new Quantum square top full batten main '03, roller furling w/1 jib, 2 genoas, cruising spinnaker w/sock, late '02 Honda 5 hp 4 stroke, dual axle trailer, Loran, wind/depth speed Signet Ultra Pak, VHF, crane lifting harness, rotating mast w/lazy jacks. Many extras. Ready to cruise. \$14,500. Dick 410-867-7272.

Seawind 24 Catamaran, 1989 For Sale



Seawind 24
 MISTRAL

(additional photos on the CMA website)

2004 CMA Board Members



Condor 30: Hull # 3. 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. \$42,000. Contact: Dave Way, 202-685-5368, or email; daveway@chesapeake.net

Condor 30 1990 For Sale



Condor 30
Tri My Way

(larger photo
available on
CMA
website)

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

Commodore John Wayshner (410) 867-6919
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Application for Membership & Renewal

Please use the form below when sending in your renewal or new member check, so that we can be sure that our records are current; this is specially important for the Anniversary edition of the membership roster.

Circle one: **New Application** **Renewal** **Correction**

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

Boat Type/Model:

Street:

Boat Name:

City, State, Zip Code:

Manufacturer/Designer:

Home Phone:

Year and Rig:

Business Phone:

LOA: Sail#:

E-mail address:

Circle: Cat Tri Mono Proa

Sailing Interests:

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:
Richard Tolson, CMA Membership, 11 Aylesbury Road, Timonium, MD 21093

CHESAPEAKE CRUISING MULTIHULL ASSOCIATION

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

Richard Tolson, Membership Board Member

11 Aylesbury Road

Timonium, MD 21093