

# CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

VOLUME XXIX NUMBER 5

September 2004

## Cruise - Race Raft Up

Please join us for a Raft Up and party following the NASS Race to Oxford on Saturday September 18th to Sunday September 19th in Oxford, MD. *Last minute changes (if there are any) will be updated on the club website. Please check before you go.*

**Racing Information:** As you will find in the [sailing instructions](#), the start for our class on Saturday will be at R"2" off Tolly Point at 10:10, but there is a mandatory check in behind the starting line before the start. So one should get there a bit earlier. There will be a large number of racers around the start area. So we need to stay away from them while most of them are starting ahead of our class. We are the second to last start so there should be only Multihull boats and beach cats left in the start area, and it should be less crowded. Enter by September 16<sup>th</sup>.

**Racing for Cruisers:** If you wish to sail with a group of boats from Annapolis to Oxford, this is a good opportunity to try racing. There are typically six boats racing and sometimes more. The Multihull Class is one of the more relaxed classes. We have quite different types of boats in our class and their relative performance depends heavily on the weather conditions. One worthwhile philosophy is that it does not pay to try to be overly competitive. Try to be safe rather than sorry, and try to enjoy the party and company after the race. If we get a good result, it's a bonus. When we perform poorly, we can always blame the rating and the weather. Our racing is kind to our ego, I think and this suits most of us fine.

But, of course you could have your own way of enjoying each race. I think we owe to every participants and organizers to be able to do what we like to do, because without them, we would have no race to enjoy. Your participation is greatly appreciated and I hope you will have a good time, and we are looking forward to seeing new racers on the course.

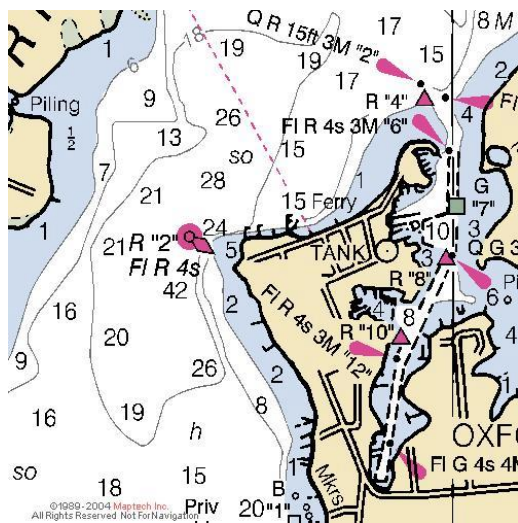
**Cruising for Racers:** The cruisers will have the luxury of arriving in Oxford earlier than those who are racing. Sooo.... Would you early arriving cruisers plan to include us poor racers in the anchorage/raft up you establish? Remember that we cannot block the channel off the club or the ferry access. There is some tidal current in the area to consider when stabilizing a large raft. Be ready for lots of odd looks. Most monohull sailors don't normally see a raft that is 100' wide!

When the racing boats arrive, be prepared with lines and adequate fenders if you plan to join in a raft. Take a few moments to get your boat set, with lines and fenders secured before asking the raft captain for permission to join the raft. You will be directed where to place your boat. Have an anchor ready in case it is needed to help stabilize the raft. Most of the racers should arrive by 1700 hours (5PM) if the wind cooperates.

Do you have the club Burgee?? Be sure to fly it when we anchor (The RRS do not permit the display of club burgees while racing).

**Anchoring/Docking:** There is limited dock space available in Oxford and if you don't already have a slip reserved at one of the marinas, it is likely that

they are already booked. It is always worth trying at the last minute, because with such a large group there are always cancellations. For those without a slip, the only choice is to anchor out. You can anchor near the beach next to the Tred Avon Yacht Club (<http://www.tayc.com/>) and use the tender service provided by the club. Hail the tender; they will not be monitoring VHF. Or better yet beach the boat (careful not get stranded at the low tide) and wade to the shore to join the crowd at the club or go to nearby restaurant, if you like. TAYC also tells us that the beach is a good place to land a dinghy.



Oxford area chart

**Facilities:** The club has a bath-house with showers/changing area a clubhouse and beach launch. There is no restaurant, but there are usually pay-as-you-go parties after each race. After a night on the boat, the club will usually have breakfast available. These usually include a dinner, band and bar. In the past, other clubs have allowed camping on the property after regattas, but the TAYC website indicates they do not allow camping. Call the club to confirm this if you want to camp.

**Lodging:** If you wish to stay in a hotel, choices in Oxford are limited. Easton, about 12 miles away is your next best bet. We have used V&D Sedan Service in both St. Michaels and Oxford and have been pleased with them. They will need about 20 minutes notice to have a car in Oxford. The trip to Easton is based on the number of passengers, but is about \$12 to \$15 without tip.

**V&D Sedan Service**

Bus: 410-752-6094  
 Cell: 410-303-8674  
 Page: 410-850-6032

**Hotels**

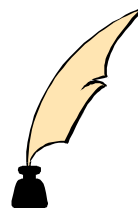
Econo Lodge (410) 822-5555 (Easton)  
 Comfort Inn (410) 820-8333 (Easton)  
 Days Inn (410) 822-4600 (Easton)  
 Tidewater Inn (410) 822-1300 (Easton)  
 Robert Morris Inn (410) 226-5511 (Oxford)  
 St. Michaels Motor Inn (410) 745-3333

**Contacts**

Tred Avon YC - <http://www.tayc.com/>  
 Sailing Instructions NASS Race to Oxford Race  
<http://cbyra.org/GB04/353.pdf>  
 Sailing Instructions Hammond Memorial Race  
<http://cbyra.org/GB04/354.pdf>  
 CBYRA Entry form (use one for each race)  
<http://www.cbyra.org/entryForm.pdf>



TAYC Yacht Club



***Quote of the Month***

*“Is that an Airplane?”*

Question by an onlooker about a Stiletto 27 on the trailer while stopped at a gas station.

## Racing News

### **AHOODORI Report: Baltimore Harbor Lighthouse Classic Raceback (7/11/2004)**

Kiyoshi Mizuuchi (8/3/2004)

Last year's nightmarish struggle to the finish line while getting trapped in the windless hole watching other boats slowly closing in after Jeff managed to open a huge gap over the rest of the fleet flashed in my mind. Although, Jeff again carved out a good lead over TRINITY, Dave Way's luxury version Corsair 31UC, with a 5% rating disadvantage, AHOODORI suffered from being the Spartan version Corsair 31R, that lead could disappear in no time if the wind played a trick. After crossing the line, we watched nervously as TRINITY approached the finish. We needed close to a 5 min difference. Five minutes past and TRINITY was still pushing hard toward the finish. We estimated she crossed the line about 5 and half min behind us.

While we did not know how far behind the other boats would be, we declared this a successful race for us and opened the remaining bottles of beer.

After a dry comfortable night at the Baltimore Marine Center, Sunday morning dawned without any sign of wind whatsoever. This is not an unfamiliar situation for this race, but wind would start sooner or later. This year, the committee had changed the rendezvous point from a place near Sparrows Point as in the past several years to a new spot near Ft. McHenry, making it a quick drive out from the Marine Center. Well, not only was there no sign of wind anywhere, but no sight of the committee boat as the rendezvous time came and went. This doesn't look too good, I thought, but apparently one of the boats was in communication with the still to be seen committee boat, which was having an engine problem and instruction was conveyed to us to motor further out to meet the committee near the F.S. Key Bridge. The messenger boat led the fleet to a spot just north of the bridge, but no committee yet, neither any sign of wind. But after drifting around for some time, the tall sails of Donnybrook apparently sensed a breeze

and she started to glide around, and soon after, she apparently decided to go home. As we saw ripples on the water spreading, the committee boat approached the fleet. What timing!! She wasted no time anchoring, posting the course, and began the starting sequence. We were the fifth and the last class to start. So it must be at 11:15, no, it looks like 11:10 is for us!? No other boats were left at the start other than multis, so it must be us next. Yes, I see our class flag "W" on the committee boat, I said. Jeff positioned AHOODORI on the starboard approach with perfect timing with CONKER to our weather. "No room!" With Jeff's call, CONKER circled around and fell behind as AHOODORI hit the line at the gun. We tacked right away heading south. Then, some commotion was felt behind. Apparently, the start was not for us and we all were 5 min too early. The start was for PHRF N with no boat showing up. Well, I guess I did not see the red spot in the middle of the "W" flag, and it must have been the "P" flag for "preparation". We were furthest from the start to get back. Anyway, Jeff somehow managed a near perfect start for the second time, but no peeling off of other boats at the pin this time.

By this time a light but steady wind from WSW had filled in throughout the river, but Jeff wanted to cross over toward the south shore to avoid the middle where there likely were more powerboat wakes. The first mark to be passed to port was G"1M" marking the south edge of the shipping channel outside of Key Bridge. TRINITY chased us closely behind and the distance we opened up soon after the start remained more or less steady as we worked upwind staying close to the south shore with TRINITY in tow. Catherine tried to prick Jeff's ego by asking why we were not sailing faster than TRINITY. Eventually, TRINITY tacked away toward the middle of the river, while we stayed close to the shore until we got close to the White Rocks marking the mouth of Rock Creek. Jeff whispered that they were making a mistake. When we finally crossed over toward Old Road Bay west of Sparrows Point, we had only one racer ahead of us, PHRF A0 boat Altair with my EYC friends on board. Sure enough, we opened up some water to TRINITY. (I still have not figured out how Jeff knew they were making a mistake.)

When we got close to the mouth of Old Road Bay between Sparrows Point and North Point at the mouth of Patapsco, we tacked over being careful not to over stand the next mark, G”3” to the south of North Point. We approached G”3”, thinking we would do two more tackings to clear it to our starboard. Then, we saw a motorboat anchored to the left of it with a yellow flag. They had shortened the course. But had we opened enough water between TRINITY? Yes, we had. Although it was a short race in light upwind conditions, our elapsed time was even with Altair. Sandwich and beer tasted particularly good this afternoon. Liz, Catherine and Jeff taking care of everything needed to be done to sail AHOODORI well, I could simply sit back and enjoy the warm breeze. I doubt if life could get much better.

**Baltimore Lighthouse Classic Results**

Place	Boat	Skipper
1	AHOODORI	Mizuuchi
2	TRINITY	Way
3	CONKER	Wadsworth
4	PREV. ENGAGEMENT	Rappa
5	GEMINI	Glover

**A note from the Governor’s Cup**

Missed you at the Governor's Cup. Was you're kind of wind! You would have done well (as would I had I been on MISTRAL). I was on Dave & Ruth Way's Corsair 31 TRINITY. Was the fastest I have ever gotten down the Bay. Were off Point Lookout at 11:30. Max speed 18.6! Were about three miles off the mouth of the Potomac when the top of the mast folded over, pinching the internal halyards, preventing the spinnaker and main from coming down! Tried proceeding under jib but Dave prudently abandoned trying to finish and we motored into Smith Creek and secured the boat. Spinnaker was unshackled but the main had to be cut down.

At the time the mast folded, there were two multihulls in front of us as well as 2-3 mono's. I think we would have been in the money! Oh well, there's always next year!

Take care and good luck with the newsletter,

Dick Bean

**PREVIOUS ENGAGEMENT Report: Cedar Point Race (8/28/2004)**

The Cedar Point Race was held in beautiful weather with blue skies, cotton-white clouds and a moderate Southerly breeze. We arrived early at the start and began to identify our competition, but we couldn't see any other multihulls at the starting area. As the earlier classes started, we felt more and more alone. With five minutes to the start it looked like we were the only multihull racing! However, SALTY SLUG (F-24) made it to the line at the last minute and we saw THRILL RIDE (R-33 Cat) approaching the line for a late start.

This race is a “down and back” – it starts off of Annapolis goes down the bay 17.5 nm to a turning mark and returns 17.5 nm to the start. We often under perform in these conditions because our boat (Stiletto 27) is light, and if the bay chop is up, it can really slow us down on the weather leg. However, helped by the late starters and a crew that had been sailing together for some time, we were happy to be at the front of the pack. We thought we saw a trimaran tacking to windward on the other side of the bay, but did not think they were racing since we didn't see them at the start.

We were rushing to the turning mark because the weather forecast called for stronger winds from the south filling in around 1400 hours. We wanted to turn the mark and have the Spinnaker up before the chop had a chance to build.

THRILL RIDE had passed us about halfway to the weather mark but we were still ahead of the displaced TRINITY crew (they lost their mast in the GovCup) sailing aboard SALTY SLUG. Wow, this

was one of our best performances! We were doing 7 to 9 knots on the windward leg.

We turned the mark and headed downwind. The wind never filled in as forecast and our progress under spinnaker was not great, only 6 – 7 knots. I had a Tornado sailor aboard and he convinced me to try to surf the swells. I had heard about this in beach cats, but thought my boat was too big to do it. To surf, we headed up much further than we normally would with the spinnaker bringing the wind forward of the beam for a few seconds. The boat built up speed and we chose the wave to catch. It is difficult to describe how this works. There is a point when the boat is in a trough with enough speed so it begins to move forward and sideways along the trough bottom. At this point the boat is kind of “crab-walking” and stays with the wave. It is then possible to head much deeper with the spinnaker and still keep speed up. We were able to reach speeds from 11 – 14 knots with the wind far behind the beam, allowing us to head straight at the finish line!

After the race, we found out that the trimaran we saw in the distance was AHOODORI (F-31R). They had started late, and in our post start sail-trim frenzy, we didn't notice them crossing the line. We placed second to them on corrected time, just a few minutes behind. This was one of our best performances, so far...

### **Cedar Point Race Results**

<b>Place</b>	<b>Boat</b>	<b>Skipper</b>
1	AHOODORI	Mizuuchi
2	PREV. ENGAGEMENT	Rappa
3	THRILL RIDE	Nealy
4	SALTY SLUG	Wayshner
DNS	CONKER	Wadsworth

## **OLYMPIC ANALYSIS**

Two medals in 11 classes equals the worst performance by American sailors in the Olympics since World War II. As recently as a dozen years ago, American sailors claimed a record nine medals in Spain. In 1984, the American team won seven off

Long Beach. "We can do better," three-time Olympic medalist Mark Reynolds said yesterday. Reynolds, who lost the Star berth this time around to Paul Cayard, cites a number of factors for the American team's struggle in Greece. "One of the biggest reasons is that the rest of the world is getting better," Reynolds said. "And sailing has become a much bigger sport in Europe than here in the United States. That fact has helped lead to European sailors having more sponsors and financial support than sailors from the United States."

Other factors include the unusual conditions that greeted the sailors in Greece and the fact that many of this nation's top sailors are off making money sailing in such competitions as the America's Cup. "There isn't one reason, but there are plenty of reasons," Reynolds said. "I remember when I was comparing budgets with the British team before the Sydney Olympics, they had about four times to spend what we had." "Many countries also focus on fewer sailors," Reynolds said. "They decide early who has the best shot in each class and support them as a national team. Here, the United States' way is to have a wide-open trials with the winner going to the Olympics." - Excerpt from a story by Bill Center, San Diego Union-Tribune, full story: <http://www.signonsandiego.com/sports/20040831-9999-lz1s31boat.html>

## **A NEW SPEED RECORD**

Subject to ratification by the World Sailing Speed Record Council, a new Bermuda to Plymouth record has been set by the 43 ft Trimaran Mollymawk sailed by Ross Hobson and a crew of two. Mollymawk sailed the 2870 nm course in 14 days 6 hours 12 minutes 50 seconds for a average speed of 8.38 knots. This betters the previous record set in 1974 by Eric Tarbarly in Pen Duick VI -14d 20h 15m 12s.- <http://www.sailspeedrecords.com/>

## **Upcoming Races**

Race to Oxford	September 18, 2004
Hammond Memorial Race	September 19, 2004

## Upcoming Events

Cruiser/Racer Raftup – Oxford, MD	September 18/19, 2004
Board Meeting at the Glover’s	September 15, 2004
Boat Show Dinner	TBD (probably October 10, 2004)

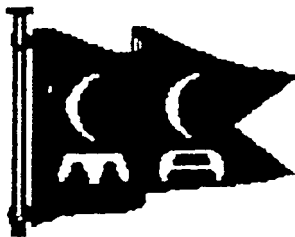
## CMA Flags and Jacket Patches

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

## For Sale

**35’ Buccaneer Trimaran:** Lock Crowther design. Troika is a fantastic design which was far ahead of it’s time in the 70’s. These boats are very well regarded in Australia, where most of them were built and continue to race competitively to this day.

Extensive inventory. Full details at the website (<http://www.chesapeakemultihulls.org/bboard.htm>) and over 80 photos of the boat can be seen at

(<http://photos.yahoo.com/cloudland2003>), \$25,500.  
 Contact Bill Atherholt at 540-622-4313  
[billatherholt@direcway.com](mailto:billatherholt@direcway.com)



*TROIKA  
 Buccaneer  
 35’*

More photos on CMA website.

**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, mutli-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](mailto:daveway@chesapeake.net)

## **Condor 30 1990 For Sale**



*Condor 30  
 Tri My Way*

(larger photo available on CMA website)

## 2004 CMA Board Members



**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)

### 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](mailto:Jeff.Russell@DoubleStarInc.com)

**Commodore** John Wayshner (410) 867-6919  
[mjohnwayshner@hotmail.com](mailto:mjohnwayshner@hotmail.com)

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Jere Glover (410) 268-2872  
[Jereglover@aol.com](mailto:Jereglover@aol.com)



## 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