



# CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

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October 2005

## Commodore's Report

CMA's sailing season is coming to a close. I believe we can give "Thanks" that sailing on the Chesapeake Bay this year has been excellent. We can be appreciative that the Chesapeake Area was not effected by the 2005 Hurricane Season. I suggest all CMA members do their part in the recovery of the Gulf Coast from the 2005 Hurricane Devastation.

The CMA racing program expanded during 2005. We had an increase of new racers. Please review the Race Results in separate articles. Congratulate Tim Layne, shipper of "Wild Card". Tim demonstrated that he was the best in the multihull class and on several races was "first boat to finish" of all participating yachts thereby establishing "Wild Card" as the boat to watch for. Also note an error from the August issue: We *did* get a picture of Tim after his first place Governor's Cup finish:



Please RSVP to Vice Commodore Jere Glover on attending CMA's Boat Show Dinner scheduled at the "Rock Fish" on Sunday, October 9<sup>th</sup>.

Jere Glover is preparing the Winter Speakers Schedule. Please help Jere with your suggestions/desires for the future lecture series.

I hope to see all of the CMA membership at the upcoming events (Boat Show Dinner, Christmas Party, and Winter Meetings.) Please invite a sailing friend.

Thank You,

Dave Way

## *Quote of the Month*



*I cut my thumb while I was up there which made me laugh, as I thought to myself when I saw it bleeding that doc's advice would be to keep it elevated. At 25 metres up I can't do better than that!*

- Ellen MacArthur after repairs aloft on B&Q

## Racing

### **Race to Oxford & Oxford to Poplar Island**

The 51<sup>st</sup> Annual NASS Race to Oxford started with seven multihulls. Wild Card raced with the Beach

Cat class. The race started with excellent winds of 10-15 knots. It took only a short time for the multihulls to catch-up with the earlier starting classes.

The lead for the multihulls changed several times from the start “X” down the Bay to about buoy No. 84 and Sharps Island. At Sharps Island, Trinity was out in front but behind Wild Card. At this point, the wind began to die. It was a hard below 1-knot effort to reach “G7” on the Choptank. I was hoping to see the race shorten at “G7.” Trinity managed to round “G7” about 4:30 PM, slowly working towards Oxford. I believe maybe 7 or 8 boats from all the classes were ahead of Trinity. At 5:00 PM, with a required finish time of 7:00 PM, the first of the yachts began calling the race committee to report that they were withdrawing. I was sure the next mark “Choptank Light” would be the shorten finish line. At 7:03 PM, Trinity was the last boat to give-up. In the end, only 3 of 110 boats finished by the deadline. There were lots of Captains expressing their ideas and/or remarks towards the Race Committee.

**44<sup>th</sup> Annual Hammond Memorial Race Oxford to Poplar Island**

The race back to Poplar Island started in good winds of 10 plus knots NW. The multihulls started in the middle of the fleet. Trinity had a good start and up came the spinnaker to the first mark rounding with a large number of previously started classes. Wild Card rounded about two minutes ahead. We changed to the screacher on the way to the 2<sup>nd</sup> mark, enjoying passing some of the bigger monohulls. Trinity had to tack several times to the 3<sup>rd</sup> mark, trying to stay with or not far away from the Reynolds 33R.

I understand the balance of the multihull fleet switched positions several times during the run up to the 4<sup>th</sup> mark “G7,” and on to the finish. Several times it looked like Trinity maybe gaining a little on Wild Card on the beat up to the finish (No 84), Poplar Island. Maybe Trinity would finish 2<sup>nd</sup> but be within the time factor to beat Wild Card.

At the finish, there were several boats crossing in close quarters with lots of horns and one gun. At this point, Dick Bean of my crew said maybe the “gun” was for Trinity, since it appeared the Reynolds 33 “ Wild Card” finishing ahead of us was racing with the Beach Cats. This gave the Trinity Crew a big smile for a day well done.

The finish results were initially printed incorrectly in the Capital. With Kiyoshi’s efforts the results were corrected: 1<sup>st</sup> Trinity, 2<sup>nd</sup> The Karis, and 3<sup>rd</sup> Salty Slug. We arrived home about 4:00 PM, ending the last race of the season in great spirits.

**Upcoming Events**

United States Sailboat Show - Annapolis	October 6 - 10, 2005
CMA Sailboat Show Dinner – Rockfish Restaurant, Annapolis	October 9, 2005, drinks at 4PM, dinner 5 PM
Members’ Meeting – Annapolis Public Library	November 5, 2005, 2 PM
CMA Christmas Party – Jere and Doris Glover’s	December 3, 2005, 5 PM
Members’ Meeting	January 29, 2006
Members’ Meeting	February 26, 2006
Members’ Meeting	March 26, 2006
Spring Meeting/Dinner	April 30 (tentative)

**Cruising**

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

Episode XVII: PLC to Aves, Venezuela April – August,2005

We pulled into Puerto La Cruz (PLC), Venezuela April 21. This was the first time we had been at a dock for a year so we made good use of the water and spent a week on boat tasks. I had cleaned the bottom of the boat out in the islands and got a shrimp in my ear that gave me a good infection. The local ear doctor spoke no English so I'm explaining

about the shrimp and she is grasping nothing. She gives me a prescription for 3 drugs that we hunt down after going to numerous pharmacies. One is an injectible but lady nurses in pharmacies can't give guys shots in the rear so we have to go to the hospital. Alas, I'm cured.

Venezuela is a strange country. Can't complain about \$0.08 a gallon for diesel but Chavez is interesting. In PLC he wanted some open area along the shore so he goes in and bulldozes the restaurants while people are still in them having dinner. I don't think they had to pay for their dinner. The oil industry went against him in the latest election so he had thousands of people laid off. Our waiter at one restaurant was a rather high level exec. You can't use US Travelers Checks to get money and at certain levels you can't get the local currency with US dollars. One thing nice about PLC is there are Arabian restaurants all over the place with great inexpensive food.

Our friend Pat arrived and we headed up into the Andes in a very nice bus. The trip took 22 hours and the road was washed out twice but you got a chance to see a lot of the country. Another strange thing is they keep the air conditioning very cold on the busses and people would come with blankets and stocking caps. We were prepared but couldn't understand the rationale. We arrived in Merida - a nice, reasonably large town with many museums, churches, botanical gardens and other interesting things to see.

The high point of the trip was the local ice cream shop that is in the Guinness Book of Records for having 900 different flavors of ice cream. We had squid, asparagus, onion and salmon along with strawberry and a few other more conventional flavors. The next morning we boarded the first cable car on the Teleferico going into the mountains. It is the longest, 7.7 miles, and the highest, at almost 16,000 feet, in the world. To say the least, it was cold at the top and there was still snow in some areas but the view was fantastic. We went down to about 2 miles high and hiked most of the day over to Los Navados. You could literally hear your heart pounding as we hiked with full pack

thru these wonderful valleys with waterfalls cascading down the mountains.

We were more than glad to finally get to a Posada where we could eat and spend the night. We were willing to pay anything so we settled on a place with dinner where we finally had to say, 'please don't bring any more food', bed and a nice breakfast for \$5.00 each. The view from the patio up into the mountains and down into the very small town that looked like a Clint Eastwood movie set was fantastic. The next morning we took a jeep back to Merida on a road that has to be experienced. For 2.5 hours we averaged 5 MPH and never got out of 2nd gear. The road was at best one lane and dropped straight off into the valley. The farmers were still using oxen to plow the fields with wooden plows.

Our next adventure had us flying to Canaima, the only way you can get there since there are no roads. We then got into a 36' X 4' wooden canoe and went up the river for 4 hours. The rapids we went up were impressive and we were totally soaked. We hiked up to Angel Falls, the tallest falls in the world at about 3,000 feet. We really got a break and could see all the way to the top. Ken went up to the base of the falls and swam in the pool at the base. We spent the night in hammocks which won't be our primary choice for berths on the boat. The next day we went back down the river and got to hike under these massive waterfalls at Canaima. The amount of water cascading in front of us as we walked behind the falls was impressive.

We then took off in a jeep with the Venezuelan national champion in off-road racing for a 4-day trip thru the Grand Sabana down to Brazil. Having such a good driver has its merits but he also pushed the limits on some of the places we went. We saw many more fantastic waterfalls and Tepuys which are massive flat top mountains. Chicken is the meat of choice here and we learned it is best to stay away from the beef, although we had two of the finest hotdogs we have ever had. Ken tried some giant, very spicy 1.25" ants at one restaurant. The termites were left for the next party.

We headed back to the States for 2 months where we had a great time with our parents and helped

## Membership Matters

with tasks around their houses. We got to see our sisters and many friends and attend Ken's class reunion. We brought 280 pounds of gear and food back to the boat.

We hauled out, had the bottom painted and had the boat surveyed. She is still in great shape. We took off from PLC literally as soon as we went back in the water. We've spent some time in Tortuga, the Roques and the Aves. These are basically uninhabited islands with crystal clear water with fine coral and beautiful beaches. We spent over a week anchored behind a coral reef with nothing in front of us except hawksbill turtles, colorful fish and great coral. It was like anchoring in the middle of the ocean. Almost no boats are out this way. We can't complain. The local fishermen will be out in small open boats maybe 20' long and they spend the night sleeping on wooden planks, curled up under a plastic tarp to keep the rain off. Life is tough for most of the people down here.

Yesterday we had one of our greatest snorkeling trips. In 1678 13 French galleons planned to sack Bonaire but Bonaire got word of it and came out to the Aves and built platforms with lights on it simulating a city. The French saw it thinking it was Bonaire and sailed straight onto the reefs losing 13 ships and over 1,000 men. We swam thru a very narrow cut in the reef and swam thru some tough surf and very shallow water over some razor sharp coral. There were fantastic colorful fish then all over the place are piles of cannons from maybe 4' to 10' long and several large anchors. You'd swim further then there was another pile of cannons. Really terrible to think about the tragedy but we sure enjoyed seeing everything. Unfortunately, no doubloons.

Aside from being very beat, all is well with us. Drop us a line and let us know what is going on in your world.

Ken and Carolyn  
Paws 8/28/05

I encourage all members 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.

CMA members Michael and Susan Ratrie decided the time was right to sell the house then buy and move aboard a boat. They choose the Maine Cat 41. The boat was recently completed and they just took procession in September. Tabby Cat's log detailing the trip home from Bremen, ME to Kent Island, MD can be found at <http://www.tabbycat.us/Logs.htm>.

Charter members Brad Houghton and Barbara Beitscher write "we have moved to Calvert County and have a house on Leason Creek off Mill Creek near Solomons, Maryland:

281 Cove Drive                      410 326-4041 Home  
P.O. Box 1911                        410 991-9030 Cell  
Lusby, MD 20657

If you are in the area, give us a call or stop by for a visit."  
John Wayshner

## **Need Crew?**

We've heard from the following with interest in crewing on multihulls:

Name                      Interest

Tom Kawecki    Racing/Corsair  
[tkawecki@space.nrl.navy.mil](mailto:tkawecki@space.nrl.navy.mil)

Rick Morton        Racing/Corsair  
[rick.t.morton@gmail.com](mailto:rick.t.morton@gmail.com)

David Nees         Racing on Multihull  
[dnees@fitnessresources.com](mailto:dnees@fitnessresources.com)

## 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

**Cross 36 Trimaran.** Built 1988 w/Cold-molded double diagonal ply/West System. 25 hp Perkins diesel. Main, Jib, Drifter/Reacher. GPS, VHF. Propane stove, Solar panel, Bimini, 45 Lb CQR, 44 Lb Bruce, 25 Lb Danforth. Location: Lombardi Multihulls, North, Virginia. \$36K. Contact: Will Gordon (207) 342-3834.



Sept 10 Land-Sea Rendezvous

## 2005 CMA Board Members



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<b>Past Commodore</b>	John Wayshner (410) 867-6919 <a href="mailto:johnwayshner@hotmail.com">johnwayshner@hotmail.com</a>

**APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL**

(Circle One)	<i>New Application</i>	<i>Renewal</i>	<i>Correction</i>
<b>Name(s)</b> (as you wish it to appear in the roster):			
<b>Street:</b>		<b>Boat Type/Model:</b>	
<b>City:</b>		<b>Boat Name:</b>	
<b>State/Zip Code:</b>		<b>Manufacturer/Designer:</b>	
<b>Home Phone:</b>		<b>Year and Rig:</b>	
<b>Business Phone:</b>		<b>LOA:</b>	<b>Sail #:</b>
<b>E-mail Address:</b>		(Circle): <i>Cat Tri Mono Proa</i>	
<b>Sailing Interests:</b>		<b>Home Port:</b>	
<b>How did You hear about CMA:</b>			
<b>Questions/Comments:</b>			

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