



# CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

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

June 2010

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## From the Helm Rear - Terry Boram - Rear Commodore

Since Larry hasn't been able to pull himself away from a deadline at work to say hello I thought I would take "Editor's Liberty" so that we could get this off to everyone before the holiday.

Our racing fleet has been busy with three events under their hulls. We have been one of the largest, if not the largest, fleet at each race. The Annapolis to Miles River had 16 multihulls registered. That might be a record. Congratulations to the winners (see results later in this newsletter) and continued success. It's not too late to send in your racing fee to get a rating. You can be as serious or as nonchalant about racing as you want to be. All that matters is that you are out on the water and having fun.

Organized cruises seem to be a struggle to pull off. We've heard from some members that when it's time to go out on the boat the last thing they want is a deadline to get someplace or even to be around people. Most of us lead very hectic lives and we tend to use our boats as our private retreat. I'm as guilty as anyone. When Clint and I took over the cruising program we began with a survey. The survey had strong indications that members wanted organized cruises. They wanted to travel beyond their normal home waters and meet up with other like-minded sailors.

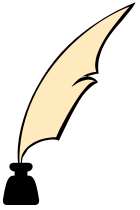
So this year we set up an aggressive schedule supplements by the raft-ups after races. Check out the report from the Summer Sailstice. Members who couldn't stay for the evening did come to show off their boats. The big rendezvous in Haven Harbour is close to being cancelled due to lack of interest. Haven Harbour Marina has graciously given us a prime spot poolside but stated that they would be disappointed if we only a few members showed up. Right now we have 10 total coming. If more members don't RSVP, Clint and I will release the poolside and make alternative plans with the people who want to raft-up. Review the information about this event later in the e-mail and make your plans today.

Ruth and Dave Sanchez-Way will once again host the Annual 4th of July picnic at their lovely home in Shady Side. Come for the parade and stay for the food. Galesville no longer has a fireworks display but you can head up to Annapolis that evening to watch there.

On a sad note, member CJ Witkoski passed away last week due to heart failure. He sailed a 30' Stiletto named *In Conference* and attended some winter meetings. Our condolences go out to his family and his friends.

Hey Larry, your deadline for next month's article is July 15th. Get writing now. I'm not sure how much longer I can pick up the slack.

Happy Sailing



## *Quote of the Month*

*“Raise your sail one foot, and you get ten feet of wind.” - Chinese Proverb*

### Upcoming CMA Events

#### **June**

26/27 Northern Bay Race Weekend

#### **July**

4 Annual 4th of July Rendezvous at the Way's  
(see article)

10 Race to Baltimore

11 Lighthouse Classic

16 Solomons Island Invitational

24 Haven Harbour Rendezvous

### Website

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

Pictures! Pictures! Pictures!

We are trying to build a picture gallery on the website but need your pictures. Send them to the e-mail address with a brief description and who is in the picture.

As always your suggestions and comments are welcomed. [chesapeakeMULTIHULLS@gmail.com](mailto:chesapeakeMULTIHULLS@gmail.com)

### Membership Matters - Jim Nealey

New and renewing members, please complete a [membership renewal form](#) with your preferred or revised contact information, make your check payable to the Chesapeake Multihull Association and mail to me. This is most important for those of you who plan to race with the fleet this season.

Wishing that you all sail fast and safe this season. Thanks.

### Cruising - Terry and Clint Boram – Cruising Chairs

**RSVP's are needed for the 4th of July Rendezvous And the Haven Harbour Cruise.** With only 5 boats RSVPing to Haven Harbour, this event is in jeopardy of being cancelled. Make your plans today.

### Annual 4th of July Rendezvous

The July 4th Rendezvous will be held at the Way's. The event will start at 3:00 PM after the Shady Side Parade. You are welcome to come ahead of time to enjoy the parade that starts at 10:00 AM.

CMA members are welcomed to use the Way dock or anchor out and dinghy in. Please bring a side dish, dessert or salad (enough for six) to share and your favorite choice of beverages. Dave will grill chicken, hamburgers, and franks (provided by CMA and soft drinks) please bring your choice of beer and wine. Please RSVP if you plan to come, 410-867-2814 or [davevway@comcast.net](mailto:davevway@comcast.net).

### Directions by land:

Exit Rt. 50 at Aris Allen Blvd. Route 665 (Exit 22), and proceed to Route 2 South. Continue on Rt. 2 until Rt. 214 (Central Ave.). Turn left onto Rt. 214 East continue to Muddy Creek Road (Rt. 468 South). Turn right onto Rt. 468 and follow for about 15 minutes through the Galesville traffic light and the Churchton traffic light where Muddy Creek Road changes its name to Shady Side Road. Shady Side Road will be closed 10:00 AM – Noon for the Shady Side Parade. Once you pass the Shady Side Fire House, at the fourth left turn onto Steamboat Rd. (there will be a sign on the right saying Chesapeake Yacht Club) and proceed about ¾ mile. Turn left on Thomas Drive that will run into Hine Drive. Proceed to the 6th house on the left (4919 Hine Dr.), just before John Marshall Park. You can park in the Way's driveway or at the Community Park parking lot next to the house.

### Directions by sea:

From West River #1 proceed toward Galesville. At Red marker #6 bear to port and pass Chesapeake YC. Continue to bear to port on South Creek and stop at the Way's dock (first house after John Marshall Park and community dock). Look for the Corsair 31. MLW is about 5 ft. from the Yacht Club to the Way's dock.

### **Haven Harbour Cruise**

Plans have been finalized for a cruising event to [Haven Harbour Marina](#) in Rock Hall. Mark your calendars for Saturday, July 24, 2010. We have reserved the picnic area next to the small pool for the day.



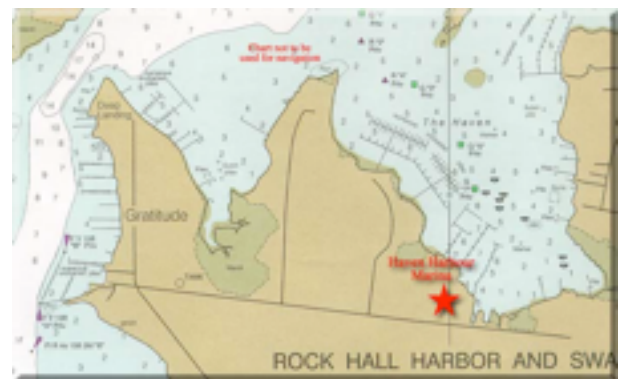
### Details

\*Haven Harbour has slips available up to 16' wide. These need to be reserved by you in advance. We have temporarily held 3 for Saturday evening. The cost is \$2.30/ft per night plus \$8.50/night if you want electricity. This fee will give you full access to the facilities at the marina.

\*For boats greater than 16' wide, we will be rafting off of Haven Harbour Marina in Swan Creek and using the dinghy to get in. The charge for use of the facilities is \$20/boat/day. The dock master Mike Murn will also allow anyone to dink in on Sunday to take a shower in the morning without charging another day usage fee. If you don't have a dighy no problem. There are several cruisers coming to this event who will give transportation to and from the shore.

The CMA will provide the meat for the grills, beer/wine, soda and water. Please bring either a side dish or dessert to share. Clint and I plan to be anchored in Swan Creek Friday evening so come in early and stay the entire weekend. As the date gets closer we will provide more information for the weekend.

We have committed to Haven Harbour Marina at least 20 people in attendance. With that in mind and the need to purchase food we will need a head count.



## Summer Sailstice

The 10th Annual Summer Sailstice celebration of sailing was Saturday, June 19th. This international event was founded in 2001 to unite the sailing community in a global celebration of sailing and ocean preservation.

Some CMA members cruised to the Rhode River to join several Seven Seas Cruising Association members. Brad and Marni Lawson came by to show off their custom built F9 named *Trillium*. I was taken aback by all the storage on this boat. A light blue Skip Johnson designed trimaran *Seawings*, owned by Brad and Barbara Beitscher-Houghton, arrived with a boat load of friends to enjoy lunch and a short swim. Barbara gave me the grand tour and again I marveled over the storage space (do you see a theme here). When Happy Hour was upon us in comes a trawler with Bruce and Julie Rhine and Julie's sister and brother-in-law. Bruce and Julie usually sail their Gemini named *Jolly Mon* but were aboard the trawler to help Julie's sister get use to being on the water. By the end of the evening everyone staying for the evening were on the trawler laughing, eating and of course drinking. New friends were made and lots of stories were shared.



## Racing Doug Dykman – Fleet Captain

The 2010 Season is well under way and we have had a record turn-out! 30 Racing Members, and an average of 12-13 boats for each event. As I write this, I'm waiting to see how many boats will sign up for Northern Bay Race Week, only 6 days away!! [And fewer by the time you get this Newsletter]. After this comes the Baltimore Races and Solomon's, fast and furious!

Northern Bay Race Week and the Race Back from Baltimore are using the CBYRA Regatta Registration website this year <http://www.cbyra.org/regatta/default.aspx> . NOR's are listed on this site.

The Race to Baltimore has it's NOR posted at <http://www.bcya.com/RaceToBaltimore/index.htm> . Typically on-line registration will be available a few weeks before the race.

I plan to post interim High Point, Elapsed Time and Long Distance Trophy status as after NBRW. By then some boats will have had an opportunity to race in as many as 7 Qualifying events. I will then try to update the

spreadsheets after each race. Unfortunately we have not had any qualify events for the Long Distance Trophy. Hopefully the Summer Race to Baltimore will be long enough. Note that you must be a CBYRA member to qualify for High Point.

The Wednesday Night Races on the Magothy are also going well. Four boats registered, and two or three boats have been showing up at each race. Check it out at <http://www.magothysailing.com/bin/racing.php> .

Finally, the CMA Yahoo list tends to get active before each race. As always, all members, racers and cruisers are encouraged to sign up at <http://groups.yahoo.com/group/ChesapeakeMultihull/> . George Kuck just posted his post-Miles River Raft-up experience there. Interesting reading!

Sail well and sail fast!!

## **Race Results**

### Annapolis to Miles River

- |                       |                 |
|-----------------------|-----------------|
| 1. Triangle           | Gary Spesard    |
| 2. Temple of the Wind | Doug Dykman     |
| 3. Wind Play          | Dana Stoffregen |

### Miles River Back

- |                     |                       |
|---------------------|-----------------------|
| 1. Gemini           | Jere and Lloyd Glover |
| 2. Fitness Resource | Doug Dykman           |
| 3. Wind Play        | Dana Stoffregen       |

### Leukemia Cup

- |                       |                                    |
|-----------------------|------------------------------------|
| 1. Wild Card          | Tim Layne                          |
| 2. Temple of the Wind | Doug Dykman                        |
| 3. Triangle           | Gary Spesard (really Bari Spesard) |



## **Miles River Winner Gary Spesard - Race Report - Gary Spesard**

Excitement and anticipation were high with the start of our first race of the 2010 season. CMA was well represented with 16 entries. Unfortunately the winds were not very cooperative for the start. While waiting for our start we watched several monos crowding and bumping (each other and the RC boat!) doing their best to deal with the light variable wind and the current. That current was eager to assist boats over the line (or into the RC boat). "Sailor terminology" could be heard from afar.

Apparently we, too, fell victim to current as the call went out shortly after our start, "Multi 228 (triangle) over early!", as did a few other multis.

Oh so slowly, turning 180\* we made way back down wind against the current. Inching back to across the line in the light wind with little way on and in close proximity, discussions began, "which way are you turning and do I have room" began. After another slow-around 180\* turn, were off again.

We could see some of our fleet had managed to put us a good distance behind. Picking our way through several anchored ships we finally managed to get to deep water and cleaner air on a heading to Bloody Point Light.

We were East and North approaching Bloody Point Light. Some of our fleet were below us closer to the Eastern shore, some were further out in the channel and all trying to find some wind advantage. Needing to tack out, we

waited as long as we dared. We tried to avoid a couple of dead wind zones on our new tack to the SW. Fortunately the wind line seemed to hold position as we just skirted the dead zones on our new heading. By the time we reached R84, our mark to turn northeastward into the Miles River, we had somehow managed to catch up to David Ness (Fitness Resource) and Doug Dykman (Temple of the Wind). Dave Way (Trinity) and Dana Stauffenger (Wind Play) and Russ Westdyk (Lola3) were not far behind. Once we had rounded R84 the spinnakers went up and the discussion began, "where is the next mark?" How do we play this leg? Stay to the south? Play the middle? Head across toward the northern shore? Our choice (best guess actually) was stay our course toward the southern shore. We rode that tack as long as we could before jibing back toward the lay line of the next mark. It seem to work in our favor this time.

At the next mark, which turned out to be the finish for the shortened course, triangle edged out Temple of the Wind by a minute or the gun (first time in a few years we have heard that). Fitness Resource and Wind Play were not far behind.

As we continued on to the MRYC the wind began to build and we had a great sail the rest of the way in. It's too bad the race didn't continue on to the original finish line. But if it had, we may not have won a first.

At the end of the day, we all calculate, conspire and scheme, working out our best laid plans for each event and each leg. Once across the start we make our best guesses. Sometimes it works out, sometimes it doesn't.

Regardless it is about just be out on the water, having some fun and at the end of the day sharing adventures, reliving the events of the race over a few drinks and deserved dinner with CMA members and friends.

Looking forward to seeing everyone at the next event.

Gary

## **Notes from the Newsgroup**

From George Kuck

After the raft up at St Michael's I had a great cruise to Manteo NC.(Roanoke Is), sailing down Chesapeake thru ICW and Albemarle sound and returning thru Dismal swamp canal. This is a great two week (or longer) cruise that I would recommend to everyone. Overall I had good weather with no storms, a couple of days with vary heavy wind and gust,a few days with light to no wind,and everything in between.

On Sunday (5-30-2010) I started sailing out of Miles River beating to windward along with all the other boats heading to start of race back to Annapolis and then I headed south down Chesapeake bay. Wind started out OK but gradually died to a flat calm and I motored to Point No Point and anchored out in Saint Jerome Creek just to the south.

The next day the wind picked up from the SW with 20 kt wind. I started the day with one reef in main and jib furled half way. I had a hard beat south and had to sail halfway across bay and tack back to Gwynn Is. I anchored in a cove to the south of Gwynn Is. There are a number of creeks and coves in this area to anchor in, so just look for a spot that is protected from expected wind.

On Tuesday I had good 15 to 20 kt wind from SW and was able to sail to Norfolk Va. The wind did die down slightly in late afternoon to around 10 and I motored the last few miles so I could get in to anchor before it got dark. I anchored in a area between Tidewater Yacht Agency marina and naval hospital.

On Wednesday I stopped at Tidewater marina next to where I anchored to get gas and ice. I would not recommend this marina, The dock is fairly high with rough pilings, no bumpers and I had to go up ladder to get to dock. There is a much better marina 1/2 mile to the south, OCEAN MARINE YACHT CENTER, with a large floating dock that is easy to get to, I stopped at on way back. I continued thru Inter coastal waterway going thru the Great Bridge Lock (mile 11.5). This is a easy lock,it has good rubber bumpers and only goes up a foot or two. After tying up and waiting I ask the attendant when it would go up and he said it had already

gone up, it was so slow that I did not notice the rise. This was the first time I have ever gone thru a lock so I did not know what to expect. I had intended to go south thru the Dismal swamp canal and return thru the ICW (Va. cut) to take advantage of SW wind but missed the turn so I just kept going. I did have to motor into wind the last few miles to Coinjock NC.(mile 50). I called ahead stayed at Coinjock marina for the night. I was arriving around 7 PM when they close so I called ahead to make sure they had a spot for me and it would be OK if I arrived late. I did arrive around 7 PM and they were waiting to assist in tying up. This is an excellent marina that I would recommend. It has air conditioned rest rooms and showers and a restaurant where I had the largest stuffed flounder I think I have ever had. I picked this marina which was advertised in the Waterway Guide and I was able to call ahead but I did notice several other marinas on other side of waterway that also looked fine.

On Thursday I met up with Todd Hart who lives in Manteo. His wife drove him up to Coinjock so he could sail with me the rest of way to Roanoke Is. After motoring a few miles to Albemarle sound we were able to sail with good 10 to 15 kt wind all the way to entrance to harbor in Manteo. He had much local knowledge that was a help in this area and know where to go for use of free town dock (good for 24 hours). He also has a TT720 (or680) but he had to leave for a race he was crewing on so we did not have time to see his boat. I walked around the area but it was too late to go in the museums and other exhibits which had closed for the day. This would be a nice area to stay for a few days but I had not planned on it. I notice quite a few catamarans including several Gemini's.

I left Manteo Friday morning. The wind had been out of SW and I was going to sail to Edenton at NW end of Albemarle Sound but the wind shifted to the west and was fairly light, only 5 to 10 so I decided to head directly to Dismal swamp canal. I was able to sail most of way to Elisabeth City but did have to motor on and off a few times. I continued up the Pasquotank river to the South Mills lock. I wanted to be at the lock in the morning for the first opening at 8:30 AM There was no good place to tie up at the lock but I went back about 1/4 mile to fork in canal. There is a short dead end spur that has an abandon dock with deep water. It looks like it was a place that barges used to tie up to. I spent the night there.

On Saturday I went thru the South Mills lock. This lock has about a 8' rise. Lines from boat are lead to top of lock and back to boat so that they can be controlled from boat. After going thru lock I motored north. I had till 3:30 (last lock opening) to get to the next lock that was 22 miles north. Note that miles on the ICW and Dismal swamp are statute miles which are shorter than kn miles. so I had a leisurely trip thru the Dismal swamp. There is a state park that I stopped at for a couple of hours and then continued. The state park has a dock that would be a good place to stay for night if that worked into your plans with rest rooms and picnic table and museum. Most of the time I motored at around 5 kt (or 6mph) so the actual time from one lock to other would only be less than 4 hours.

At the Deep Creek lock there is a bridge just before the lock (south of lock) that opens to correspond to lock openings. I went thru bridge but did not go thru lock. There is a very good town dock with floating dock that you can stay at for free (between bridge and lock) so I spent the night there. The dock is only a short 5 min. walk to a food mart where I purchased ice. There is also a nice Mexican restaurant a short walk (just over bridge on other side of canal) where I had dinner. If you were going south you could plan on going thru last lock at 3:30 and spend the night at town dock and then go thru Dismal swamp the next day. I was the only boat there but there is room for several boats at floating dock and also at fixed dock. There are no tides to deal with ! There was some type of research barge from a University tied to the fixed dock with windmills, solar panels and greenhouse.

On Sunday I had a great day, after motoring the rest of way back to Norfolk I had 15 to 25 kt wind from SW as I headed north. I sailed out of Norfolk past all the navy ships doing 8 to 10 kt boat speed on GPS strong wind in protected river. I passed the bridge tunnel after noon and sailed up to Gwynn Is in record time. My boat went

up to 12 kt's on GPS several times as I had fairly smooth water and strong wind. I sailed to Gwynn Is and anchored for the night in a cove to the south of Gwynn Is.

On Monday wind had died to less than 5 out of the north. As I had done enough motoring I decided to take a day off and just relax at anchor for the day and do a few minor fixes on the boat.

Tuesday the wind had increase but was still out of N or NW. I was unable to maintain a northerly course up bay so I sailed across bay to Onancock Cr. I motored up Creek to Onancock just to see the area. This is a vary picturesque area that I would recommend as a good place to go to get out of bay if you are in this area. I then anchored out for the night.

Wednesday the wind shifted to the south over 20 kts. This should have been good for going up bay but I had problems with autopilot holding course. With this strong a wind the autopilot could not keep up and would oscillate wildly. This was compounded by the large swells rolling up bay from ocean, as I was still in the lower part of bay which is much wider than in the norther bay. I ended up taking main down and sailing across bay to western side that would put me in a better position for predicted NW wind on Thursday. With a half furled jib I was still doing 8kt's ! I think the swells must have been over 5' as they were at eye level when I was standing under pop top. Several times I had water break over cabin top and drench me. This was the wildest ride I have ever had on the boat. I headed for Smith point at south side of Potomac river. There is a inlet there into Little Wicomico River. with two rock jetties to go into. I was in hear once last year, there can be a strong current and I would not recommend going in at night unless it is vary calm and you are familiar with inlet. I went in and anchored for a while before going to Smith Point marina. It is on a side channel of of the main channel. One reason I went here is that they have a floating dock and the end T was open and easy to get to. With the strong wind I did not want to deal with a difficult docking situation so it worked out fine. I anchored out last year in this area but there were strong winds and possible storms predicted (did not materialize) for the night so I decided to stay at marina.

Thursday I had a good 10 to 15 wind out of north. I started sailing NE across bay again ! I think it was around 10 AM the wind finally started shifting to NW and I was lifted and able to sail up bay without tacking. The wind died out for a while around 2 PM and I expected I might have to motor and was planning on anchoring out behind James Is at mouth of Little Choptank River, but then the wind picked up out of WNW at 10 to 15 and I was able to sail up bay to Tilghman Is. I went into Knapps Narrows and tied up to floating dock on port side of channel. This dock is part of Knapp's Narrows Marena and Inn. I would highly recommend staying hear. The dock runs parallel to main channel with space on channel side and it appeared you could also go between dock and shore but I do not know how deep it would be. I called ahead and was told the marina staff left by 4Pm (or maybe 5) but that the office would be open till 8 PM. I arrived around 7PM and signed in at office. Office in in hotel which is part of marina. Anyone staying at marina also gets Continental breakfast at hotel ! There are a number of restaurants within walking distance.

Friday I had light winds and sailed north motoring on and off and anchored in a cove on east side of Kent Is off Prospect Bay a couple of miles south of Kent Narrows bridge. I could have motored to Rock Hall but the prediction was for SE 10 to 15 on Saturday so I anchored in afternoon so I would not have to listen to motor.

Saturday I was able to sail the rest of way home after motoring through Kent Narrows with good 10kt wind out of SE arriving Saturday afternoon. Anyone going through Kent Narrows should be aware of the current. I had to push boat against a strong current which could have been 3 or 4 kt's ! Anyone going through draw bridge should check current, it frequently can be vary fast as water is funneled under bridge. Stay a safe distance from bridge until it is open and other boats are out of way. Boats going with current usually have right of way and go first.

I hope this account of trip will inspire others the check out the cruising area. The next time I sail down the ICW I am thinking of going to Cape Lookout about 80 NM farther south and could add 3 or 4 days to trip but everything depends on wind and weather, maybe next year.

Happy sailing,  
George Kuck  
Chestertown, Md

PS I have a number of photos I will be adding to photo section of Yahoo group in next day or two.



*Merlin, Art Watson*



Summer Sailstice

## 2010 CMA Board Members

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Just \$25 each

To purchase contact Jim Nealey  
[jim@storyboardnow.com](mailto:jim@storyboardnow.com)

## Classifieds

### “tHriLL Ride” for sale.

Reynolds 33 catamaran. Hull number 6 with wider, original beam of 16’ and 43’ mast. New main mainsail on order, carbon blade jib and Kevlar reacher. 4hp 4cycle Johnson outboard. Quick and easy to single-hand. Well found and maintained. Lying Baltimore Harbor. Contact Robin Hodges, [robin@performancecruising.com](mailto:robin@performancecruising.com). mobile: (443) 852-3334



**Solomons Area Waterfront House:** Gourmet kitchen, dual fuel 5-burner gas stove with electric oven, Subzero refrigerator, professionally designed gardens with waterside patio, bulkheaded shoreline with sturdy L-shaped private dock, 1 multihull slip, 1 other slip with floating dock for kayak entry, hardwood floors, custom tile, large deck and screened porch overlooking water, Move-in ready. Reduced to \$619,000, champagne living on a beer budget. Call Brad Houghton at 410 571-5567 or 410 991-9030. (Pictures on CMA website)

See Tour and photos at  
[www.imagemaker360.com/95669](http://www.imagemaker360.com/95669)

281 Cove Drive, Lusby, MD 20657

## Special Offer

As many of you know, I am the president of Fitness Resource. The company has been selling fitness equipment for 25 years in the Baltimore and DC area. While sailing is a great sport and it helps all of us stay more active, we all could use some help in maintaining and improving our conditioning. I want to take this opportunity to offer to all CMA members a “Friends and Family” coupon that you can use in our stores. Just print out this coupon and take it in to a Fitness Resource store near you for the best pricing available. You will find our stores from our web site, [www.fitnessresource.com](http://www.fitnessresource.com) or [www.frcycling.com](http://www.frcycling.com).

Please note that sometimes we put equipment on sale at pretty aggressive prices which actually may be lower than the coupon pricing. If you find that, just enjoy the added savings. I also want to take this moment to let everyone know that we are now in the bicycle business, having taken on Jamis and Bianchi bikes. Bicycles are a great way to get around and get in shape during the warmer weather. Bicycles also improve balance and keep you in touch with your inner child (keeps you young at heart). If you have any questions about this program, or anything else related to fitness, bicycles or sailing, feel free to contact me at [dnees@fitnessresource.com](mailto:dnees@fitnessresource.com) or call at 703-796-8812.

See you on the water!  
Your's in good health,

David Nees  
Fitness Resource  
TRT1200GT  
1111

 		<b>10% DISCOUNT</b> <small>(Off the regular list price of any fitness equipment purchase)</small>					
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Store Code	Initials						
<b>HQ</b>	<b>DEN</b>						
Referrer <i>David Nees</i>		Phone Number <i>Not Applicable</i>					
Referral Type (check one) <input type="checkbox"/> Previous Customer <input checked="" type="checkbox"/> Other (CMA Member)	Mailing Address <i>Not Applicable</i>						
<b>To Be Completed By Redeeming Store (please print):</b>							
Customer Name	Sales Amount	Sales Order No.					
Phone Number	Store Code	Initials	Sales Order Date				

*Only one coupon per customer. Cannot be applied to prior purchases or layaways.  
Cannot be combined with any other offer. Valid on retail purchases only.*

## 2010 Racing Schedule

<u>Date</u>	<u>Race</u>	<u>High Point</u>	<u>Long Distance</u>	<u>Elapsed Time</u>	<u>Sponsor</u>	<u>Sanction #/ NOR</u>	<u>Associated Events</u>
5/22/10	GSA Tune-up Series			.	<a href="#">GSA</a>	101/102	
5/29/10	MRYC Annapolis to Miles River Race	.	.	.	<a href="#">MRYC</a>	316	Raft-up
5/30/10	Miles River Race Back	.		.	<a href="#">WRSC</a>	317	
6/12/10	EYC/AYC Leukemia Cup	.		.	<a href="#">EYC</a>	320	
6/12/10	NEYRC				<a href="#">NEYRC</a>	103	
6/26/10	GSA Northern Bay Race Week	•x2		.	<a href="#">GSA</a>	104/105	Raft-up
6/27/10	GSA Northern Bay Race Week	•x2		.	<a href="#">GSA</a>	106/107	
7/10/10	BCYA/MRSA Race to Baltimore	.	.	.	<a href="#">BCYA</a>	203	
7/11/10	RCRA Baltimore Harbor Lighthouse Classic	.		.	<a href="#">RCRA</a>	204	
7/16/10	EYC Solomons Island Invitational	.	.	.	<a href="#">EYC</a>	327	
8/6/10	StMCSA Governors Cup	.	.	.	<a href="#">SMCSA</a>	335	Raft-up
8/21/10	GIYS Cedar Point Race	.	.	.	<a href="#">GIYS</a>	207	Stonington Party
9/11/10	NASS Race to Oxford	.	.	.	<a href="#">NASS</a>	341	Raft-up
9/12/10	TAYC Hammond Memorial Race	.		.	<a href="#">TAYC</a>	343	
9/18/10	PSA to Queenstown				<a href="#">PSA</a>	208	Raft-up
9/19/10	Queenstown Race Back				<a href="#">PSA</a>	209	
10/2/10	Havre de Grace Fall Invitational			.	<a href="#">HdGYC</a>	109	
10/16/10	USS Constellation Cup				<a href="#">USS Constellation</a>		
10/23/10	BCYA Baltimore Harbor Leukemia Cup	.	.	.	<a href="#">BCYA</a>	210	
10/24/10	RCRA Baltimore Harbor Fall Back	.		.	<a href="#">RCRA</a>	211	