



MultiMedia

April 2003

The Newsletter of the Florida Offshore Multihull Association

The Editor's Corner

by Colin Povey

This will be the last full issue of MultiMedia for a few months. In case you haven't heard, Marie and I will be going on a long trip starting mid-May. We will be going to visit some of my relatives in Australia, and since we are in the neighborhood, we decided to hop on over to New Zealand as well.

This trip came about as a result of some cosmic alignment, or something like that. The factors that came together include:

Marie's graduating from the University of Tampa with her MS in Nursing. Since she won't get her license until 6-8 weeks after she graduates, she can't work as a Nurse Practitioner anyway.

Accumulation of sufficient frequent flyer miles on US Airways to cover the most expensive parts of the trip.

It's the slow season in the catering business.

While it sounds like a vacation, what we are doing is actually a tour of the major Australian airports. Touring Australia is like touring the United States in size (Australia is 90% the size of the continental US), but with only 1/20 the population. All the population centers in Australia are spread out along the coasts, mostly the southern coast. My relatives live around Perth, which is approximately where San Diego would be in the US. Most of the interesting stuff to see is on the East Coast, about

where Jacksonville would be, with some high points about where Dallas and New York would be located. This means a LOT of flying around. In fact, we have twenty plane reservations, one train reservation, and will be taking a few more train and plane trips as well during this journey. In other words, we will return as experts on Australian airports!

Our flight from Tampa leaves Friday at Noon, and we arrive in Perth late Sunday afternoon, after about 24 hours of flying and 13 hours waiting for connections.

We do hope to do some sailing while on our trip. Both Perth, Australia and Auckland, New Zealand are apparently mad about sailing, both having hosted America's Cup races. In addition, Corsair

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Our Next Meeting

When: Tuesday April 29th cocktails at 6:00 PM, dinner by 7:00 PM (meeting will end about 9:30 PM)

Where: Oriental Super Buffet (2456 Gulf-to-Bay Boulevard, Clearwater, just West of US 19)

Cost: Dinner Buffet of Oriental and Western items is just \$15 per person, which includes tax, tip, and a nonalcoholic beverage. Beer and wine are available for an extra charge. **You MUST BRING CASH for the meal**, as the Oriental Supper Buffet accepts charge cards ONLY for alcoholic beverages at our special rate.

Please note that the date is NOT our normal third Tuesday. FOMA will meet at the Oriental Super Buffet on Gulf-to-Bay Blvd. in Clearwater. We'll want everyone seated by about 7:00 PM, but as usual the cocktail hour starts at 6:00 PM. While we welcome any and all to our meetings, a special invitation is being extended to the Clearwater Sailing Center members and the members of Clearwater Yacht Club.

Sid has recruited a very special guest speaker for this meeting. Claiborne Young, author of several excellent cruising guides to the southeast, brings his traveling show to our humble tent. Even if you don't plan to sail the areas described in his guides, pick one up, they make excellent off-season

reading. You can cruise vicariously for hours reading Claiborne's books. As fascinating as his books are, he is even more charming as a speaker. You don't want to miss this one. Claiborne's autographed books will be available for sale at the meeting.

As always guests are invited but this time we would like nonmembers to call Sid Zipperman in advance just so we can better gauge the head count. Sid can be reached at 727-736-9462

As a side note, at the March meeting we decided that we wanted Claiborne to focus his talk on the Florida Key's.

See you there,

Cap'n Ron

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FOMA Sponsors



The FOMA Frolic

In case you did not hear, despite apparently perfect sailing conditions, due to a lack of boats, the FOMA Frolic was cancelled for this year. Only three boats were going to race.

Personally, I had to work. What were **you** doing?

Special May FOMA Meeting

The May FOMA Meeting will take place on Tuesday, May 20th 2003 (finally back to our usual Third Tuesday of the Month!)

The meeting will be a Cruise past beautiful Clearwater Beach on the *Show Queen*. We have done these cruises in the past and they are universally enjoyed by the membership.

The Boarding Time is 6:15 PM, with the ship leaving the dock at 7:00 PM. The cruise lasts until approximately 9:30 PM.

The food consists of a Tropical Buffet, including Assorted Fruits, Salads, Marinated Chicken, Beef Teriyaki, Baked Ziti, Coffee, Tea and Dessert.

All this for the low, low price of only \$18.00 per person (includes tax, and tip)

For this meeting, you **MUST RSVP**, so that the boat can prepare the appropriate amount of food. To RSVP, please contact Sid at 727-736-9462 or 727-422-0116, or Captain Ron 727-581-9169.

Editor's Corner

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catamarans were designed for the waters around Australia, which can be quite rough.

I am hoping to persuade someone to take over for me as editor of MultiMedia for a couple of months. Marie and I will not be here for the May FOMA meeting (May 20th). If I am unable to find a replacement, I will be back at the helm in August, in time for our now annual August 'meeting' at a Devil Ray's game at Tropicana Field. See page 3 for more details of the May and August meetings, both of which are special meetings.

So, if we don't see you at our April meeting, we will see you at Tropicana Field in August!

New Job Announcement

We don't normally run announcements of FOMA members getting new jobs, this one is special, as it involves our ex-*MultiMedia* Editor and Ex-Commodore's newest venture. Good luck to Ron Butler!

Mobile Sailing Yacht Services

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Report On Bottom Paint

by Colin Povey

One of the largest expenses of owning a boat is that of bottom paint. Not only is the paint expensive, the application is also expensive, with hauling fees, stripping of old paint, disposal fees, etc.

Practical Sailor magazine (by the way, I highly recommend this magazine, which is only available via subscription from 800-829-9087 or www.practical-sailor.com) therefore does an annual test of bottom paint. Until recently, they only tested near their office in Connecticut. These tests were of little use to us in Florida. However, a few years ago, they started running additional tests in the waters off Key Largo.

I won't reproduce the entire test here, but as a service to our club members, provide a list of the best paints for Florida waters. Unfortunately, this is a short list, as not many paints performed well.

On a scale that runs Poor, Poor+, Fair, Fair+, Good, Good+, and Excellent, only two paints gave Excellent results in Florida, and only five received a Good ranking. None received Good+ in Florida.

The only paints rated Excellent in Florida were both from Interlux Yacht Finishes (www.yachtpaint.com, 800-468-7589). They were:

Regatta (sold mainly for diehard racers, requires periodic polishing with steel wool)

Micron Optima, the only paint to rate Excellent in both Florida and Connecticut.

Practical Sailor said that the Micron Ultra test panels "came out of the water in both locales looking as if they had just been painted on".

The five paints that received a good rating were:

Micron Extra (Interlux)

Unepoxy Plus, Ultima SR, and Trinidad SR (Petit division of Kop-Coat, www.kop-coat.com, 800-221-4466)

Aquagard (Flexdel Corp.), www.aquagard-boatpaint.com, 888-353-9335)

Sea Hawk Monterey (New Nautical Coatings, www.seahawkpaints.com, 800-528-0997)

A couple of notes:

Practical Sailor left last-year's test panels in the water for additional testing in Florida, after scrubbing them clean last year. The best-looking panel after 17 months was the Trinidad SR.

Of the above listed paints, the 'bargain' was the Aquagard at \$91 per gallon, followed by the Unepoxy Plus at \$114. The two top rated paints came in at \$155 for the Regatta and \$220 for the Micron Ultra.

Keep in mind that bottom paints are a big business, but unfortunately not for small boats. I mean, how many gallons of bottom paint does it take to cover the hull of an aircraft carrier or a 1000 foot-long cruise ship?

Lastly, if you own a boat like a Corsair that you trailer part of the time, keep in mind that many of the paints stop working once they have been wet and then dry out. I believe that Petit ACP-50 (rated fair in Florida) and Interlux Fiberglass Bottomkote ACT (also rated only fair in Florida) are the only paints designed for repeated dryings. Be sure to check with the manufacturers before buying any paint for a trailerable boat. I called Petit before I painted my boat years ago and spoke to the local representative, stationed at the shipyards in Tampa. He was very knowledgeable and helpful.

August FOMA Meeting

By tradition, FOMA doesn't meet in August. Last August, though, saw many of us have an informal get-together at a Devil Ray's game. It was so much fun we decided to repeat it. So, Tuesday August 12th will see FOMA meeting for our Second Annual August Get Together at Tropicana Field.

The 12th is not our usual Third Tuesday, the Rays are on a road trip then. The game has been designated a 'Value Game', meaning tickets are discounted. After extensive consultations (a phone call from me to Sid), we decided to ask members to spend \$5.00 per person to sit in some of the best seats in the house, directly behind home plate. Yes, the seats are in the upper deck, but you really get a great view of the game from there, much better than last year. So, mark your calendars!

FOMA Members Gain Fame

Two FOMA members have recently received a bit of notoriety.

Dick Vermuelen, designer and builder of the *Maine Cat* series of catamarans, credited Ron Butler in his latest Maine Cat newsletter. Ron suggested an improvement to the interior of the boats, namely making the cabinet doors of wood with an open weave cane insert, to improve ventilation. Dick said not only do they work better, they look better too. Way to go Ron! He's also mentioned on the website, www.mecats.com.

Our Commodore, Wayne Rutland, has recently had an article accepted for publication in *Multi-hulls Magazine*. We had the privilege of running the article first in *MultiMedia!*

BoatU.S. Membership Discount for FOMA

The BoatU.S. Cooperating Group Program has proven so popular with members that club officers are renewing our "partnership" for another year. Because of this special arrangement, you get 50% off when you join the largest Association of recreational boat owners. You pay one-half of the regular BoatU.S. dues \$19.00-only \$9.50 a year!

If you're already a BoatU.S. Member, you can now renew your Membership at the low \$9.50 rate.

BoatU.S. Membership benefits include:

- ◆ An effective lobby that fights unfair taxes, fees and government regulations that single out boat owners.
- ◆ A 700 page Discount Equipment Catalog, plus special discounts and Member Rewards with purchases.
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- ◆ Low-cost, high-protection boat insurance, including special programs for trailerable boats and PWC's.
- ◆ On-the-Water towing, with your choice of service levels-from \$50 per incident (free with Membership) up to Unlimited Service-provided by the nation's largest towing network, TowBoatU.S.
- ◆ BOATU.S. Magazine-a full year's subscription is included with Membership!

Contact Uncle Sid or a BoatU.S. marine Center for a BoatU.S. Membership application. To join or renew your BoatU.S. Membership, you must mention our Co-op Group # **GA 844091B** to get the special \$9.50 rate.

Michelob Cup #1

by Kurt Gregory

I thought the regatta was a bit strange since we were grouped with all of the Stiletto's instead of the Corsairs. Our boat responds to conditions similarly to the other Corsairs since it too is a Corsair. The Stiletto's tend to do a little better in the light winds since they are lighter themselves.

In the early part of the race we were left behind in the light winds. Towards the end of the race the wind began to build and we began to make up of some lost ground and even passed a Stiletto under main and screacher, only to loose that lead as we ended up doing circles around the committee boat at the finish line. We did not realize they shortened the race until too late. Nobody on board noticed the flag (or would have known its meaning) but we did question the placement of the committee boat.

It was a very pleasant day out on the gulf and was enjoyed by all. We did overcook the cheeseburgers as we dozed off during a light down wind portion of the race. We even had some guests from Nashville TN; Russell Leftwich and his son Mathew (who worked the GPS). Russell is interested in purchasing an F-boat in the near future.

Gemini Gems

It was reported that the local Gemini catamaran club, the "Gemini Gems" had a great raftup recently. 14 boats showed up, and after each other's boats, one woman was overheard to say that Charlie' Joswig's boat was "a classic". More details will hopefully follow.

Michelob Cup #2

by Doran Cushing

The multihull fleet numbered 10 boats split into two divisions at the Michelob Ultra 22nd annual Michelob Cup Regatta March 22 in the Gulf of Mexico south of Johns Pass. Unfortunately, the wind speed never exceeded the number of boats as it ranged from four to eight knots over the 16.7-mile shortened course.

In the faster-rated Multihull 1 class, Peter and Chris Wormwood's modified Stiletto 27 Deuce Coupe trailed Ron Nicol's Team Stiletto at the first mark but never looked back and sailed away from all boats ... one hull or more. The Wormwood team covered the course in less than four hours, beating the first monohull's time by 16 minutes. Mike Speth's Stiletto 27 Swim Mart finished 26 minutes behind Deuce Coupe with Steve Steakley's Stiletto 30 Strider third and Kurt

FOMA Directory

This is just to let you know that, baring unforeseen problems, the FOMA directory should be available and will be distributed at the April meeting.

In other words, if you haven't paid your dues for 2003, call Darlene Myers at and tell her hat you want to renew your membership, so that she can get the information to me ASAP!

Cruising In An F-28R

By Ron Butler

Well, the leading question is; can you cruise on an F-28R? Jeez Louise ... people cruise on kayaks don't they? Of course, you can cruise on an F-28R and you can get there before your friends to boot. Now I'm not saying that the F-28R is the most livable cruiser that I've ever sailed but it ain't bad either.

Carole had a week off during spring break at the end of March so we begged Sid to let us use *Tricycle* for a few days. Of course, we were racing the boat in the Michelob Cup on Saturday, so we spent Sunday and part of Monday converting Tricycle from racer to cruiser. The conversion is important because there are a few things you can do to make the F-28R a bit more 'cruisey' and comfortable.

For one thing, we topped off the water tank, filled a sun shower, and charged the porta-potty with deodorant. Now that leads me to the biggest drawbacks to cruising the F-28R? at least as far as the crew is concerned. It lacks an enclosed head and indoor shower. Personally, I don't mind showering on the tramp and peeing over the side but it is bit harder on the gals. Even with the sun shower getting nice and warm, it was quite chilly showering in the breeze outside. But even that has pluses and minuses ... for guys it means certain amount of shrinkage but for the gals it definitely perks things up Everything's a trade off. The other negative is the porta-potty has to be emptied every other day or so and the pump-out stations can't handle porta-potty tanks so that means a trip far enough offshore to dump it, rinse it out and recharge it. Not a pleasant task.

Converting to cruising means adding some equipment too. We added mosquito netting

which we made using no-see-um proof netting and the hook half of some 3/4 inch wide Velcro. Velcro is very handy around an F-Boat because the entire inside is covered in that monkey fur stuff which means that the Velcro hooks right to it. The netting we made was a strip about 2 feet wide and long enough to surround the pop-top on three sides and attach by Velcro to the pop-top (fully raised) on one side and the cabin roof (inside) on the other. The fourth side was a 60 by 36-inch panel with more Velcro to form the companionway entrance.

We also used Velcro on the bottom of the battery operated Coframco fans. This allows infinite mounting positions for the fans above the bunks. By the way, the Velcro strip on your sailing gloves can also be used to hang up your gloves for drying. Velcro is very handy stuff on an F-Boat.

The conversion to cruising also included adding a plywood bunk board that converts the main cabin space into a wide queen sized berth. The bunk board can also be turned crosswise to the cabin to serve as a table for eating inside or playing board games. Speaking of which don't forget to bring, playing cards, Scrabble or checkers. We played dominoes and checkers.

In addition to installing *Tricycle's* bimini top, we made a large boom tent out of one of those cheap silver tarps and some PVC pipe. The PVC pipe goes across the boom and a line fed through the tubing serves as tie downs. We sewed a sleeve into the hem of the tarp to accept the PVC pipe. Our first attempt made a tent that was just too big to handle easily. It was 12 by 16 ft. We ended up cutting it in half to 12 by 8 ft. with the 8 ft

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Cruising In An F-28R

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crosswise to the boom. This made it much easier to handle and stow. For creature comfort at anchor, we modified the topping lift to raise the boom up well above horizontal to give us standing headroom under the boom tent.

Using the bunk board for sleeping meant that we could use the V-berth for storage; mostly clothes and food items. We stowed beer and drinking water under the V-berth next to the water tank. We packed clothes in clear plastic tubs like you use for closet storage. This made finding what you wanted easier. We moved long items like the boat hook, hiking stick, and boom tent poles to the space under the cockpit to get them out of the way. We also reserved the shelf storage next to the sink for food and related stuff like paper products. The shelf on the starboard side was reserved for sailing gear like harnesses, charts, binoculars, tools and all the other little peripherals that you need for sailing.

We stowed the grill and boarding ladder with the fenders and dock lines in one of the amas. Extension cord, fenders, and other miscellaneous stuff in the other ama. Then, we removed from the boat everything we didn't need. The list of stuff we left home included the working jib, spinnaker, jib and spinnaker sheets, extra blocks, extra life jackets, extra foul weather gear, etc.

OK you ask, why did we leave the spinnaker and jib home? Well, I decided that we weren't going to be able to manage the spinnaker with just two of us on board (we normally race with four) and besides the screacher would give us sufficient downwind speed (hey it's a cruise!). As for the working jib; we decided that we weren't going to do any serious windward work in any kind of wind. We would either not go or motor sail if we

had faced upwind conditions for any distance. Plus there is no convenient way to stow the thing. It's a full batten sail so it has to either be rolled up or left laying on the deck somewhere. If you leave it hanked on the forestay and just down on the deck then it interferes with the anchor well. You could roll it up and tie it down to a tramp but that seemed like a hassle for the limited use it would get.

Besides the screacher is on a roller furling system so it is much easier to deploy and put away. We could sail downwind with just the screacher and sail deep if we wanted to, or go to weather in light air on the main and screacher. We could also just use the main. With the rotating mast, the main alone provides excellent pointing ability and in heavy air, speed.

So, considering all that, we just decided to leave the jib and spinnaker home.

For food storage we had the big cooler that fits under the cockpit and a smaller cooler that we used for drinks. We packed the big cooler with two frozen 2-1/2 gallon water jugs and the all the food stuff that had to be kept cool. Having the small cooler for drinks meant that we could keep the big cooler closed; opening the small one whenever we wanted a drink. After 5 days we still had ice in the big cooler. We re-iced the small cooler only once in five days.

So how did the trip go? Fantastic! We left on Monday about 1:00 PM sailing south in a 15-20 knot northwesterly breeze with about 3-5 foot seas running in from the west. We jibed our way south using screacher and main doing mostly 10-12 knots. Three or four long jibes put us off Fort DeSoto by about 3:30 PM and we continued

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Cruising In An F-28R

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down the inside of Egmont planning to head out SW Channel. When we rounded Egmont the breeze had come up considerably. We hardened up to head west only to find we were really overpowered. But having the screacher on a roller furler meant just bearing off for a bit while I rolled it up.

We then sailed back into Tampa Bay on main alone making 7+ knots and headed for the Bulkhead planning to go down the ICW to Moore's for the night. A slight navigation error put us on the Manatee River instead but we jibed back still sailing on the main alone to reach over to the ICW. We sailed all the way down the ICW to Moore's before we fired up the Honda. We spent a nice evening tied up at Moore's dock even though we had to wait until after 9:00 PM for a table. Sailing on the main alone really meant a nice relaxing sail as opposed to the excitement of reaching along at 15 knots.

The next morning we were up early and made coffee and oatmeal on the Origo alcohol stove (which works very well I might add). It's very simple and safe. It boils a teapot full of water in about 10 minutes, which is not that much slower than propane.

We were cleared the Longboat Pass drawbridge a little after 7:00 AM with the fishing boats. The breeze was down to about 10 knots and out of the east so we hugged the beach bound for Boca Grande about 50 miles away. As we beam reached south, the breeze picked up and our speed along with it. We may not have been racing but blasting along in almost flat water, right on the rhumb line, steering by autopilot and passing everything in sight is very satisfying. Boats on the horizon were soon in our wake. We hit 16.4 knots in one

puff and saw several 13+ speeds on the GPS. While the autopilot steered, I played the traveler and mainsheet with an occasional tweak on the screacher sheet to keep us moving fast. We also discovered that when the F-28R gets going that fast, a small wave will sometimes smack the rear leeward cross beam dousing everyone in the cockpit. Frankly we didn't mind. Even though it was a cool morning (in the upper 60s) going that fast was even cooler especially when we blew by 40 foot monohulls going our way.

By noon we were in Boca Grande pass with an incoming tide. We thought the pass would be very rough with the tide and wind opposed but while it was choppy, I've seen it much worse in there.

By about 1:00 PM or so we were dropping hook next our friends Jim and Kathy who had their Morgan 38 *Spirit* anchored off the eastern shore of Useppa Island. Jim's first comment to us after hellos, etc. was "I guess you guys sailed all night to get here this early? Wrongo! We spent the next few days hanging out with them. (They had a dinghy, we didn't) We cooked meals together and went over to Cabbage Key etc. Then with the weather not looking too good we headed back north to find a more protected anchorage.

We tried a small lagoon in Cape Haze but couldn't get *Tricycle's* Fortress to set in the soft ooze there so we went on to Englewood Beach where again we had dinner with Jim and Kathy. We spent the next day playing games inside while it rained outside. Then back to Moore's dock sailing north on a ten-knot southeasterly.

Finally on Saturday, we motor-sailed our way back to Clearwater when the wind just about died

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Cruising In An F-28R

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completely. We had burned a total of 4 gallons of gas for the trip and most of that on the last day. What a great trip!

While the F-28R definitely leaves something to be desired in the creature comfort arena, it sure is great to actually sail most of a trip. Of course, the speed is absolutely thrilling. The following weekend, Sid and Eloise cruised over to the Vinoy basin and then on to the Bahia Beach Rendezvous. The only change we made for Sid's trip was to borrow a Claw anchor from Uncle Dale because the holding in the Vinoy basin is that soft oozy (and stinky) mud. Once again proving that cruising boats need at least two different anchor types. Also in the anchoring department, one night I rigged a bridle for the anchor line off the starboard ama (a spare line with a simple rolling hitch). With the bridle, I was able to pull the anchor line off center and keep it from chaffing on the sprit's bob-stay. The bridle also helped slow down the boat's tendency to sail around on its anchor line.

We had a great 5 days on a fast boat and I would do it again. While the F-28R isn't my cup of tea for a cruise much longer than a week, it works great for two people taking a short trip down the coast or a long weekend.

FOMA Events Calendar

April 29 - April FOMA Meeting, Chinese Oriental Buffet

May 3 through 9 - Sail Cuba Regatta

May 14 - Clearwater-Key West Race

May 20 - May FOMA Meeting aboard Cruise Ship Show Queen

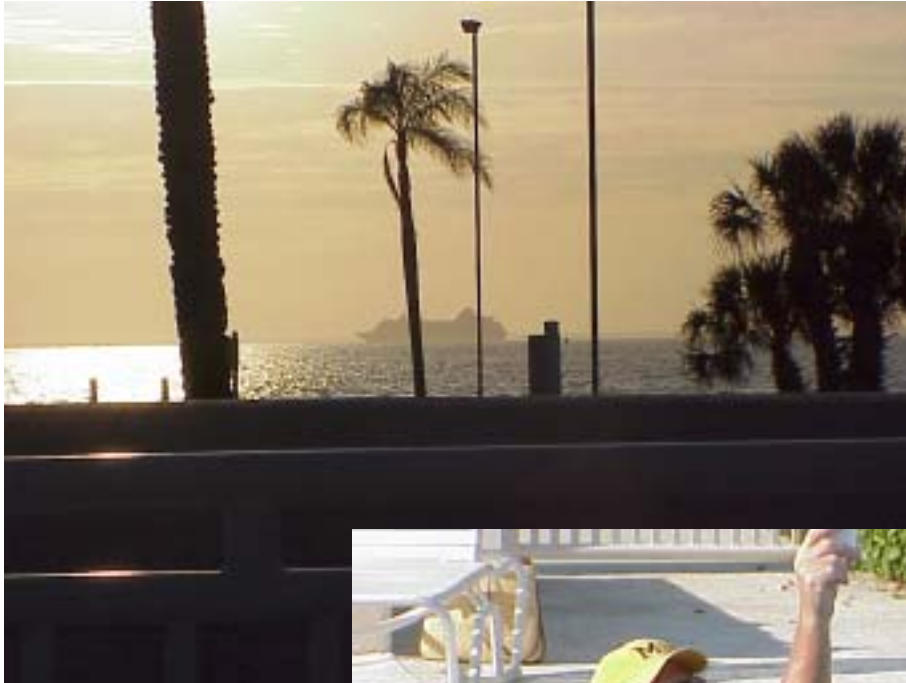
May 24-26 - FOMA Memorial Day Weekend Cruise to Egmont Key with snorkeling



FOMA members take over the pool at Bahia Beach Resort.

Bahia Beach Cruise

Photos courtesy of Ron Butler, text by Colin Povey



More than 20 FOMA members had a great time at the annual Bahia Beach Fooler cruise in early April. Quite a few people sailed over, while some arrived by car.

The event was enjoyed so much (thanks in part to Charlie Joswig's Mud Slides) that the recommendation was made to have a fall cruise to Bahia Beach, maybe in the October or November time frame.

Let Dan Wallace, our Cruise Director, know if you might be interested in returning to Bahia Beach this fall.



Uncle Sid, Eloise, and Jonesy enjoy Mud Slides while relaxing in the pool at the Bahia Beach Resort.

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