



MultiMedia

October/November/December 2003

The Newsletter of the Florida Offshore Multihull Association

The Editor's Corner

by Colin Povey

First off, I want to apologize for the two missing issues of *Multimedia*. I should have been able to produce newsletters, but various things, including a computer failure, made it difficult. I'm sorry, and I will try not to let it happen again.

Next, I want to say a big 'Thank You' to all the wonderful folks who helped out at the FOMA booth at the St. Petersburg Sail Expo. Thanks to the dedication of the people listed below, the booth was manned continuously from Thursday through Sunday, a great achievement!

In case you didn't know, FOMA rented a booth at the this year's show, to try and attract some new members, as well as educating people about multihull sailing in general. While attendance appeared to be a little down compared to the last couple of years, we talked to quite a few people during the show. A special thanks must go to Sid for helping us secure the booth, and at a great price. We had a great location, on the outside row, between the British Virgin Islands booth, and the stand that sold hammocks and chairs that can be used aboard boats. Our Rich Glueck even succumbed and bought one of the chairs!

More than twenty people signed up as showing an interest in FOMA, including the guy who came in second the Stiletto nationals this year!

Thanks go out to Doran Cushing, Charlie Joswig, Steve Steakley, Sid Zipperman, Eloise Hayes,

Dick and Natalie Oliver, Ray Pilot, Dan and Barb Wallace, Lowell and Freda Dexter, Bob Jorgensen, Rich Glueck, Rich Carlson, and Robert and Julie Taylor. A special thanks goes to Charlie, Doran, and Steve for setting up the booth and making it look so attractive, and to Doran and the Wallaces for helping me dismantle it. In addition, I have to thank Doran again for helping to provide some of the materials we used as handouts, as well as a TV and VCR for showing videos of multihulls in action. If I forgot anyone's name, please forgive me.

Many of the people who put their names down had been to the FOMA web site, so a big thanks goes to Robert Taylor for making us all look good!

I will be e-mailing these people to provide them with information on our upcoming meetings. So let's all work extra hard to make those with new faces feel especially welcome.

Articles In This Issue

- ◆ [Next Meeting](#)
- ◆ [FOMA Sponsors](#)
- ◆ [The Racing Quarter](#)
- ◆ [A Challenge](#)
- ◆ [Chinese Gift Exchange](#)

Our Next Meeting

The December FOMA meeting will take place on Tuesday, December 16th. We will gather for beverages a little later than usual, at 6:30 PM, and the food will be ordered about 7:30 PM.

As is our tradition, we will have our annual Holiday Chinese Gift Exchange. Details appear on page 7. And just as in life, the more people who participate, the more fun we all will have!

We will meet at the Steak and Ale on the West side of US-19 one block South of Gulf-to-Bay (Route 60) in Clearwater. Since this is our Holiday meeting, we will be ordering from the full menu, not our more usual limited choice menu.

Directions: From the North: Drive South on US 19, past Route 60, then pass the Steak and Ale on your right. Make a hard Right turn onto Druid Street. Drive North about 50 yards, then turn Left (you have no choice), and the first entrance on the right is the Steak and Ale.

From the South. Drive North on US 19. Turn Left at Druid (there is a light), then immediately Right. Drive North about 50 yards, then turn Left (you have no choice), and the first entrance on the right is the Steak and Ale.

From the Editor

I'll put it simply: **HELP!** I need help in publishing *MultiMedia*. I cannot continue writing all the articles myself, particularly during the fall/winter, as this is the busy time-of-year in my profession. What do I mean by busy? In December, we average 4-5 **times** more function than usual, and 14 hour days are not uncommon.

If you go for a sail and something happened (and something **always** happens on a sail, doesn't it?), write it up. Spend a long weekend on the water? Put it down on paper or in electronic format.

Multimedia is only as good as the information it contains, and the more people who write articles, the better and more interesting it will be.

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The Racing Quarter

by Steve Steakley

“Five, four, three,....” I could hear the countdown of the race committee both on my radio and the starting boat-why?-because I was on the line at the committee boat and I had the whole fleet in the palm of my hand! The last race of the series and I finally got the start I had been looking for. How did I get to this great spot?

The 25th annual Stiletto Nationals were being held in Sarasota Sailing Squadron-one of the best places to have a regatta anywhere. The weather gods shined on our race this year giving us 3 days of a beautiful weather with the winds being from 10 -15 on Wed and Thursday with the last day being 25 knots or so. This made for a good series and we led off on Wednesday with 3 races. The 1st race found Strider watching the start from a distance as the skipper (Guess who) got caught too far away and spotted the whole fleet (5 modified boats and 3 stock boats) the start. We did manage to cross the line and actually beat Yin Yang, David Ehlers' stock 27, over the start. As it turned out David had some sail problems and dropped out of this race. The courses were windward leeward with the legs 2 miles long.. All 3 races on this day were shortened in mid course but we did manage to get them all in. The modified boats were fairly competitive but Swim Mart with Mike Speth had it going and corrected 1st on all 3 races. Nice way to start a regatta. We managed to get Strider moving and had a 1st to finish in the second race getting a second on corrected time (we had a better start here). Team Stiletto got 2 seconds on this day and the battle was set.

Day 2 was the distance race from New Pass to Longboat Pass and back. This was to be a double counted race-so a bad race here could seal your

fate. The pre-race strategy seemed to be deciding if we could use the reachers to go upwind in heavy air. Jon Dowd on Iguana came screaming by at about 20 knots with just the genny and seemed clear to me that was to be the choice. We therefore decided not to go “big” and started with the genoa. The others took off led by Ron Nicol on Team Stiletto all flying -you guessed it - reachers! We made it past Bob Buzzeli's Gt, Fetish, dueling with the clearly fastest stock boat -Sea Traveler- (Bill Pardue)-. Trailing Swim Mart, Team Stiletto and Iguana we slowly overcame Swim mart and caught Team stiletto at the halfway point. Iguana had a good 1/2 mile lead and Team †Stiletto took off like a rocket leaving us to battle swim Mart. It was a straight reach and we got reeled in quickly by Swim mart and finished 4th behind Team Stiletto, Swim Mart And Iguana. This gave Ronnie 2 Firsts for the day and us 2 fourths, Fetish had a broken main halyard and finished 5th under headsail alone.

This gets us back to the beginning - or the end-however you see it. The last day starts ominously with white caps on the bay and the wind gauge running steadily in the 20's with gusts to the 30's With a pre race warning to beware of overturned boats- we all went off to find our smaller headsails. A few reefed mains even appeared. We left the dock with a smaller blade jib and the small spinnaker out. My crew, Thad (my son) Kesh Prashad, and Ken Harland were “seasoned and true” and it would seem to be our day. The 30 can carry more sails longer and the plan was formed. We started the 1st race poorly (Bad skipper!!) and vowed to do better next time. As the race unfolded we seemed to do OK with the smaller chute as dousing was a handful even with a sock, but the upwind legs seemed to not be good

Continued on page 7

The Butler Saga, Part One

by Ron and Carole Butler

Editor: The following is the first in a series of reports from Ron and Carole Butler on their adventures in moving their new sailboat from Annapolis to Florida.

First report, approximately October 14: We're still in Annapolis (you never saw so many sailboats all in one place) waiting on diesel repair work, however there is some progress to report. The boat is back in the water AND it floats so far. We've met some really nice people here although the yard apes could use some customer service training. (hey! I'm trying to be nice here) ...

We sent the truck home last Saturday with my nephew and Carole's brother. They were en-route to Fla. anyway and it turns out that my nephew is moving to Fla. so they could use the extra luggage space. Anyway that means that we're here for the duration. We expect a 40 knot plus storm through later tonight.

We did make it to the boat show. (I thought Miami was bad) ...One of our new friends lent us his (borrowed or stolen) vendor badges so we avoided the \$16 entry fee. We bought a couple of sport seats and new VHF for the cockpit.

As for the good news, we've completed a lot of projects. We bought a used Caribe dinghy and a used 15 hp Yamaha. And Dale (or McGiver) would be proud... after pricing the rail motor mounts (\$280 for an Edson mount capable of 15 hp) ... and considering that my only power tools are a 12VDC portable drill and a dustbuster ... I came up with a rail mount made of multiple layers of 1/2 inch plywood and some through bolts that spans two horizontal rails and is more

than strong enough for 15 hp. I hope to build it in starboard when I can get to some real tools. OK, you ask? How did I cut the plywood nice and straight without a power saw? Easy, I had Home Depot make the cuts for me (no additional charge beyond the cost of a 2x4 handy panel). All I had to do was drill it, paint it and bolt it together. Total cost ... about \$5 plus bolts ... it'll do for now.

We also rewired the battery tray to a simple parallel system, disconnected the generator, re-designed one of the bimini top supports, installed new davits, did a spar tight job on the mast partners, and installed a new regulator/gauge assembly on the propane system.

Now the bad news. When the boat was on the hard (and not even close to level) Carole slipped off the cockpit seat and crashed to the cockpit floor. She managed to break a bone in her left foot and so has been unable to do much since last Saturday night. It ain't easy getting someone down a ladder when they can't walk. I've been wheeling her to the ladies room in a dock cart. I'll send pictures later. We did get a medical supply place to deliver a set of crutches and a velcro adjustable shoe and that with an ace bandage is about all we can do for her. She keeps off it and keeps ice on it so the swelling has stayed down but that's about it for the next few weeks. The crutches help but the yard here is all loose gravel so it's tough going.

We hope to be out of here this week but progress with the engine has been slow. They launched us today †but failed to put new zincs on the shaft. The prop has a zinc so for a couple of days it won't be an issue. I expect that we'll have to haul again to adjust the new prop's pitch (we settled on

Continued on page 5

The Butler Saga, Part One

a feathering prop called J-Prop) so we can put new zincs on then.

Second Report: We're finally under way. On Monday, (10/20), the folks at Port Annapolis, hoisted us out again to change the pitch on the new prop and put on the shaft zincs that they left out the first time. Of course they charged us for the haul and hang.

Then We had to wait until almost 3:00 PM for them to prepare our bill. The numb brained office clerk told me that the yard apes wouldn't launch us until we paid up. (We'd been in the water since last Tuesday and could have left them high and dry anytime over the weekend since the work was finished Friday) Anyway, honest folk that we are... we hung around to pay up.

Then we left Port Annapolis and immediately fueled up (\$1.30 per gal and they gave a Boat US discount besides)... forgetting to gas up the dinghy tank.

We motored down the bay to the Rhode River where we anchored out for the night... our first night out on the hook.

Next day it was blowing 25 to 30 right up the bay so we elected to wait it out. We got dinghy fuel (\$2.20 per gal) at a small marina in the Rhode River and re-anchored behind the bluff where we were the night before.

The cold front came thorough as predicted with gusto! Winds gusting over 40 and rain. The boat swung about through about 90 degrees and must have set off the GPS anchor alarm 6 times during the night. We never dragged but the alarm went off because we moved more than fifty feet.

Anyway, the next morning we had 20 to 25 out of the NW so iron men (and woman) that we are, set out for Solomons Island. We motor-sailed on our snot rag (no main) and made 7 knots all the way arriving at the Comfort Inn/Beacon Marina about 2:00 PM

Of course, we had to tie up and walk to West Marine (I did, Carole's still on crutches)... We were having withdrawal symptoms. After all it had been 3 days since we last spent money at West...

Good news, the radio (VHF) works... we installed a cockpit radio on an automatic A-B antenna switch and until today no one answered our calls. Today a boat named Angel from St. Pete answered us and chatted for a minute. We also finally got the heater going. Just in time... Thursday AM is supposed to be in the 30's ... snow is forecast for West Virginia and Western Maryland.

Tomorrow we plan to make Indian Creek just south of Reedville, Virginia, and then Friday, try to make Hampton Roads.

In case, you haven't heard... our little pleasure cruise down the ICW has become a very short-handed delivery trip. On Tuesday, I was offered (and accepted) a job as Program Director at the Clearwater Community Sailing Center. Of Course, they want me to start right away... so we won't be doing a Bahamas trip this year... but we do want to get the boat home ASAP.. any volunteers?

Third Report: Rock and Roll was the theme yesterday. We left Solomons about 0800 (10/23) and hoisted main and jib in light air. By the time we made the main bay we were double reefed and

The Butler Saga, Part One

Continued from page 5

jib motor-sailing at about 150-180 off the true wind making 7+ knots. But man it was roly. We had several gusts that hit 25 or so on the wind speed dial and rolled us on our ear. One gust was too strong for the auto pilot mounting bracket and cracked the plastic. Luckily it only required tightening the clamps to fix it. We hand steered after that.

We made it to Indian Creek and anchored about 4:00 PM in Pittman Cove... two other boats already in there. Very picturesque spot although condos will soon surround it.

It was an early night for us. At 7:30 PM we couldn't hold our eyes open! The day had been physically challenging.

We left at about 0715 Friday (10/24) headed for Hampton Roads. We'll spend the night there before heading into the ICW via the Elizabeth River.

When we got up this morning it was in the thirties outside and the cabin temperature was 45 F. A half hour on our diesel heater had the cabin up to 70. What a Godsend to have this wonderful heater! Oatmeal was the breakfast du jour.

Wind is still NNW at 15 knots so it should be a good trip to the Norfolk area.

We've definitely joined the Chesapeake Boat Parade. You'd think it was a major Regatta by looking at all the sailboats heading south... sails everywhere... mix in a few trawlers and the radar looks like bug splat.

The Chesapeake certainly has the most beautiful lighthouses! It seems that each and everyone is a little different.

This is by far the coldest day so far. Yesterday was a miserable day on the water with too much wind and roly seas. It will count as one of those days you never forget on the water. Conditions today are cold but pleasant. Good thing for this dodger that wraps around giving us very excellent protection! Looking forward to moving south as quickly as possible to warmer weather. Homeward bound!

This series of articles will continue in the next issue of MultiMedia.

A Challenge

by Colin Povey

A request from the Editor: I would like to compile and publish a set of Web pages that would be of interest to the club members.

Therefore, if you know of some interesting web pages for sailors, especially multihull sailors, please forward the URL (the addresses that start www.) to me, and I'll compile and publish them in an upcoming issue of *MultiMedia*.

Beside the obvious, like Corsair's or Performance Cruising (aka Gemini) web address, lets go for more obvious addresses, like motor and sail manufacturers, makers of interesting widgets, companies that provide services to sailors, and the like. Use your imagination, and let's put together a list that will help our fellow club members.

The Racing Quarter

Continued from page 3

for us- not enough power! Second race it would be the big genny.

So as I approached the line in the second (and final-as we were to learn at the end) race, I began to see that I had the controlling position. I watched Iguana come bearing down at a high rate of speed-barging I thought began to pinch up to cut off all hope of their escaping my trap. I was watching, and saw the rest of the lead boats behind them. This further excited me and I pinched it up a bit more, and their speed seemed to be so great relative to me-lets get moving! The rudders felt disconnected and I was **dead in the water!** I just watched as three boats in quick succession blew through the little space that I had let them have sucking all the wind out of the area. It was an eternity as we lowly drifted toward the line and finally started. We had a good race after that and finished near enough to Team stiletto to give us a corrected 2nd. Mike Speth and his well oiled team on Swim Mart were unbeatable and sailed to two firsts, clinching the title. Team Stiletto finished second and *Strider* got a third, with just 1 point separating the last 3 boats. Fetish was 4th and Iguana 5th.

The stock Class finished with Sea traveler making a clean sweep of the stock class. David ehlers on Ying Yang, was 2nd and No Worries the most well traveled boat, Archie Kerr from Canada skippering, was third.

We also had our stock corsair 27 sailing with us as he has for several years. He was the last to finish but had as much fun as anyone. Cannot seem to get any other F-boats to show up- maybe next year we will make a bigger effort to get them to come out and enjoy the week.

Chinese Gift Exchange

1. To participate, you must bring a wrapped or bagged gift to exchange.

THIS MEANS THAT EACH INDIVIDUAL THAT WANTS TO PARTICIPATE MUST BRING A GIFT. If **both** parties of a couple would like to participate, **each** of you must bring a wrapped gift.

2. Participants pick a number out of the hat.

3. This number indicates when you will take your turn to pick out a gift. For example: The person who draws the Number 1 goes first, the person who draws the Number 2 is second, etc.

4. The person with Number 1 goes first. They will select a wrapped gift, open it and allow all to see it.

5. The person with Number 2 then may pick a wrapped gift **or** may delicately, or indelicately, claim Number 1's treasure.

6. If Number 1 becomes giftless, then they must open another gift. Number 1 cannot immediately "snag back" their first choice. However, as the exchange progresses Number 1 could have the opportunity to retrieve an earlier gift. This happens if someone should take Number 1's current gift.

7. These basic principles apply to Number 2, then 3, and so on and so on.

8. "Number Last" has the opportunity to take the remaining unwrapped gift or to "snag" a gift, in which case the "snagee" must take the remaining unwrapped gift.

IMPORTANT: A gift may change hands a maximum of 3 times.

After 3 changes of hand, a gift is "Out Of Play".

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