



# MultiMedia

June 2005

The Newsletter of the Florida Offshore Multihull Association

## The Commodore's Corner

*by Steve Steakley*

May is the time for the Clearwater to Key West Racer Rendezvous since there are now three starts- one from Boca Grande and Naples as well as the Clearwater start. The month seems to come fast and is taken up by preparation for the race as well as finding crew to put up with sailing on a Stiletto and its primitive cruising amenities. My crew has changed as we lost one of the reliable veterans Kesh Prashad to a move to London and a wedding( priorities!) My son Thad has raced most of the years-grew up on the boat and is the best. Ron Nicol the ultimate Stiletto sailor and boat "fixer" was on for the race. The fourth member came as a veteran sailor with great credentials from the east coast ,Mike McGarry. The team was set - that is until work requirements a few days before the start caused Ron Nicol to drop out. The pressure to find someone that knows sailing can take off from work and is a good guy to be with for a long haul is not easy and we were close to canceling until Mike came through with a friend from his side of the state, Keith Zwart These two guys that I had never met and knew little about were great crew. Things were done without having to say anything and they sailed the boat like it was theirs. What a find.

The start was kind of a dud as we were the last boat top cross the line- Thad said to the starting boat "last to start- First to finish" and that turned

out to be prophetic. The winds were light and we took off to chase down Merlin having passed Zizanie, the other multi- a cruiser-soon after the start. We managed to keep pace with Bob Buzelli's Merlin for a short time as we worked our way through the entire monohull fleet as we aimed for the 1st mark off Egmont. Merlin seemed to find a new wind as the sea breeze and the predicted easterly dueled it out with boats sailing on opposite tacks in close proximity. We sailed in a circle for a short time as we approached the channel at Egmont. The fleet seemed all to take off toward the coast as we left the mark as the preferred course was to get inshore for the night easterlies. The predicted easterly wind picked up before dark and we never had to tack until finishing at Key West, The wind seemed to be much stronger than the predicted 10 and we were off on a close reach and soon had no other boats in sight. What we did not know was that Merlin had dismasted near Sarasota and that left us looking for her all night long-knowing

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## Our Next Meetings

Well, were going to meet on one of the dinner boats that cruise the intercoastal. Unfortunately, we were unable to get enough people to commit to get the group rate.

So, we are going back to Applebee's. The June FOMA meeting will be held on June 21<sup>st</sup> at Applebee's, located at 5110 East Bay Drive, just West of US 19 in Largo. This is in the Tri-City shopping center.

Our speaker will be the long-distance voyager Ron and Carole Butler! Recently returned from their trip to the Bahamas.

As usual drinks start at 6:00 P.M., with Dinner at 7:00 P.M. We will order from the full menu. Look forward to seeing you there!

As of now, there is no meeting scheduled for July. In August, we will make our annual pilgrimage to Tropicana Field to visit the Devil Rays. This year, this will be a special trip, for two reasons. First, the meeting will take place on our usual meeting night. Second, the Trop will be rocking, as the Bronx Bombers, the Mighty New York Yankees will be in town. You don't want to miss this game. When you get tickets, try for Section 312, rows A, B, or C, that's where we will be meeting!

## From the Editor

*by Colin Povey*

I swear, editing this newsletter reminds me of the rain patterns we have in our area. It either pours enough buckets of rain to flood every street in Tampa, or we get no rain at all. There is almost never a happy medium.

Well, so it is with stories for our newsletter. This month, I have two stories plus a membership roster that I wanted to run that I had no room for. Yes, I could have replaced the membership application, but both stories were too long to fit a page, even with a lot of editing. So, they will appear next month.

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## FOMA Sponsors



# The Commodore's Corner

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that these conditions favored her too. Sometime around midnight we changed down to a smaller jib and kept on going with speeds 12-18 most of the night. The boat was very wet as we had lots of waves over the bows and kept us soaked and unable to get to the food all night. Sometime during the night we heard a louder bang than usual that we attributed to wave slap and pressed on. What we did not know was that we had broken the Dolphin striker tang under the main beam where it was welded to the beam. This prevents the main beam from bending/breaking under the loads of the mast. That event would have been a disaster as the boat could have had dismasted or worse broken in two. We continued on and the beam did not suffer any more damage as we even changed up to the big jib in the AM as we reached off a bit in bigger seas as we approached the Keys. The next mark was Smith Shoal and we hardened up a bit to go into the channel at Key west and hardened up even more as we went up the channel flying a hull as the y approached the finish line tacking through the harbor against the wind and tide. Crossing the line we were happy to hear a "well done" and "you are the first boat to finish" We finished in less than 24 hours and was the best run we have had and aside from the near restart after the Egmont channel could not have done much better. We docked and washed the boat and everything on board as it was all soaked. We finally went to find our room and a shower and then something to eat. We came back to the boat to find Zizanie docked in front of us and 12 people on board with 3 generations of Cerfs. Doug Fisher (Ullman Sails) was on board and explained how they had dinner with wine glasses on a table and the kids played in various parts of

the boat as they sailed a steady pace to arrive in Key West 3 hours after we finished- giving them the win on corrected time by over 2 hours. I think that this demonstrates a need to adjust ratings for races like this. This is a project for the next year. It also demonstrates that I need a bigger boat to do this race and will be working on that soon.

Thad and I went down to the boat on Saturday to repair the compasses ( lights went out in the early morning) and we found the broken dolphin striker. The rest of the day was doing repairs so that we could safely sail the boat back to home on Sunday. We felt that we did a good repair using some high tech line (amazingly strong) and were ready to sail home on Sunday.

The return trip was uneventful although the open water crossing was a bit dicey as the wind was fairly strong from the west and we felt a bit uneasy until we got into Naples on late Sunday night.

The public marina in Naples was very quiet and we found a dock space took a shower and tried to sleep on wet mattresses for a short time- until we gave up and went searching for a motel. We found one nearby and convinced the attendant that we deserved a room in spite of the fact he had closed his books and seemed unsure of his ability to give us one.

The next day we decided to motor up the coast as the predicted southwesterly winds never did go south and made it into Venice again late at night, The Marina was empty at the Crows nest and attempts to get into the rest room were not successful as well as a taxi ride. The taxi com-

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pany did not know where we were and could not get his "driver" as in 1 out there for at least an hour- so Thad and I commandeered a couple of bikes and started pedaling to find a room. We went forever it seemed and I will assure you that there are no motels on the beach at Venice any more. We finally got a room at the Hampton

inn on the bypass at Rt.. 41 and pedaled on over . Ron Nicol rescued us the next morning and we decided to leave the boat there to take it apart to get a new crossbeam. Unloading the boat is so educational as the gear seems to really mound up. We took out two truckloads and then marveled as the waterline went up at least 3-4 inches. We will try not to take so much crap on the next trip and maybe not stress the boat as much.

## The FOMA Frolic

SATURDAY, APRIL 16, 2005

START TIME: 10:45 a.m.  
COURSE DISTANCE 20 miles  
*All times listed are in minutes*

### ENTRANTS

Skipper	Name Boat	Type	Phrf	Elapsed Time	Adjustment	Adjusted Time
Dale Walker	Fr. Wench	Edel 35	131	248	-44	204
Carl Tilly	Spindrift	Gemini 105	165	266	-55	211
Charlie Joswig	Catnip	Gemini 3000	180	315	-60	255
Dan Wallace	Seawolf	Gemini 105	165	310?	-55	255
James Skidmore	Sun Suite	PDQ 36	156	DNF		
Dennis Vellenga	Ankle Deep	Norsman 42	129	DNS		

# FOMA - Florida Offshore Multihull Association Membership Form

New Member: \_\_\_\_ Renewal: \_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_

Spouse/Significant Other: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Alternate Phone: \_\_\_\_\_

E-mail Address (please print carefully!): \_\_\_\_\_

Boat Manufacturer \_\_\_\_\_ Boat Model: \_\_\_\_\_

Length: \_\_\_\_\_ feet Sail #: \_\_\_\_\_ Stock / Modified (circle one)

Boat Name: \_\_\_\_\_

PHRF Rating \_\_\_\_\_ Rating Source: WFPHRF / FOMA / Stock Boat Standard / Other \_\_\_\_\_

Are you Available For Crew? Yes / No

Sailing Experience \_\_\_\_\_ years

Primary Sailing Interests: Cruising / Racing / Other

Skills I have that could help FOMA: \_\_\_\_\_

I prefer to receive my newsletter via: The Web (recommended) Snail mail

Comments: \_\_\_\_\_

## Annual Dues

Our annual dues are due every January.

\$30 Family

\$100 Sponsor (includes a logo in every newsletter and a link on the web page)

Make checks payable to FOMA and mail with this form to:

**Lowell Dexter**

4255 37th Street South

St. Petersburg, FL 33711

If you have any membership questions, Colin or Marie can be reached at: [colin@povev.org](mailto:colin@povev.org) or by phone at 727-536-0189, or you can speak to Lowell at 727-864-1418.

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