



MultiMedia

February 2006

The Newsletter of the Florida Offshore Multihull Association

The Ex-Commodore's Corner

by Wayne Rutland

Last year I ran across an ad for a 27' Prout catamaran on the Internet. Since it was in Florida I went down to take a look. It was in the Everglades, 14 miles south of Marco Island. Of course it was in poor condition with a blown mainsail and was being worked on ("restored") by the owner. We still had a Stiletto, so we had no place for a second boat, so we did not buy.

In September we found ourselves boat less and going into withdrawal, so we called the Prout guy back Glen and this time we made a deal, and went on a test sail. The boat had no main so we motored down the glades for an hour to the gulf, then motored back to the slip. Some test sail huh? The owner was to sail to it Ft. Meyers beach and we would pick it up there.

Please read important info on the February Cruise on Page 2!

I went back and forth to the boat 6 or 8 times working on it, you know little things like autopilot, mainsail, installing a bunk, cleaning out the trash, working on the motor, sheets, rigging up a tarp for sunshade, and fixing everything I could find to fix on the boat. The trips were 6+ hours each day on I-75 and the road was full of stupid, slow, retarded, retired, and generally bad drivers

each way, with Sarasota and Naples the worse. Now many of those words might refer to me (except slow, as I have a lead foot!)

Then the Hurricanes started arriving and Glen had to evacuate Naples so we were delayed by the storms, then we had damage to the boat. The damn hurricane went right over the top of the boat and tore the boom loose and ripped a side stay off the cabin top leaving a hole in the cabin. We also lost 2 hatches and had water in the hulls. This is a tough blue water boat! After a little repair the boat was as ready as it was going to be so he took off in the boat between storms and got close to Naples when the motor overheated and blew the rear cylinder, probably from seaweed in the water intake. So now we have a boat in Naples eating up big money at the city marina with no motor. I called around and found a new 15 HP Yamaha at Pass-a-Grill with power tilt and got a pretty good deal at \$3,000 for a \$3,500 motor. So we buy it and tear off to Naples again.

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Our Next Meeting

The February FOMA meeting will occur at the Steak and Ale restaurant, located at 20332 US 19 North, which is at the intersection of US 19 and Druid Street, one block South of US 60, Gulf-to-Bay. This was the location of our December Christmas Party, and was voted as the favorite location for FOMA meetings in the poll we did last year. We will be ordering from the menu.

As usual, drinks start around 6:00 PM, with the meeting starting at 7:00 PM. The presentation will be on the events and happenings that took place at the Miami Boat show.

It will be a big night for Sid, as his new boat is expected to arrive the next day! So come help Sid celebrate!

Important Info

The February Cruise has been cancelled, as most of the people scheduled to participate have had to cancel for a variety of reasons.

Sad News

For those of you who did not get the word, long-time FOMA member Larry Novak passed away in late December. Larry had suffered for years from kidney disease, and I believe that it was this disease that finally did him in.

Always ready with a smile and a laugh, Larry was an enthusiastic and knowledgeable sailor. He was one of the first people who befriended Marie and I when we first joined FOMA.

Larry helped FOMA at many events, such as the Sailboat show, the FOMA Frolic, and the like.

He will be missed by those of us who knew him.

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FOMA
c/o Colin Povey
2961 Longbrooke Way
Clearwater, FL 33760-1720

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The Ex-Commodore's Corner

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We get the boat running after only a five hour trip this time.

Finally the boat is in Ft. Meyers beach and we are ready. We go down and load up with gas, lots of beer, and a little food. We leave at 11:30 AM and get out to the gulf and motor-sail until 5:00 PM when we have a 6 knots of wind from the land letting us reach up the coast on sail alone. We sailed all night making 4 to 6 knots and we were still sailing at 6:00 AM. Of course, we did not know where we were since my crew, after the first watch, would not give up the bunk, so I wound up on the floor in the cabin (witch!) and we looked out the windows every few minutes as a way of standing watch. We found the slamming was so bad between the hulls we could not sleep more than a few winks at a time anyway, so it wasn't that bad.

After we found out at dawn we were passing Tampa Bay we put the motor down and motored up the bay to MacDill AFB and our slip. Of course we were run down by the Security dudes coming

in who still do not know people have boats up the creek or how to get to the slips so we showed him our papers, and we were home.

The boat is a continuing project. It sails surprisingly very well, but the loud slamming is a surprise. There is not much water clearance between the hulls, and the motor is mounted too far back for comfort, but it is a lot of boat for under \$20k. I did some research with AYRS in England on the boat and it was built between 1961 to the early '70s and my version was built until 1969. My title says 1980 for some reason, maybe when the boat arrived in the US?.

Glen, the previous owner, found the boat in the keys and did a huge amount of work on the boat, completely rewiring it, rebuilt the hulls, replacing the damaged lee boards with modern skegs, and painted the hulls. He motored around to little islands in the Everglades with friends and used it as a party beach boat.

This boat does not have the goofy rear mounted Prout rig, instead it has a normal sloop rig. I now have good sails, a new motor and will be trying to make it as pretty as it sails.

A Tale of Two Cats

by Ron Butler

Note: This is from the Log of Kismet, Ron and Carole Butler's 38' Ericson Sloop, as they winter in the Bahamas.

We had an exciting evening as a real woolly bear of a cold front ripped through Elizabeth Harbor. We had winds of a steady 30 and gusting to 40 knots late yesterday afternoon (2/12/2006).

When the wind shifted about 4 PM, we found ourselves about a boat length or maybe 2 lengths from the rocks behind us. That's not a comfortable margin for error so we fired up the engine and pulled anchor to move a couple of hundred feet northwest. That was a fun exercise with the wind blowing 30 and a fine rain pelting me in the face; it felt like I was getting sand blasted. If that was 30 knots, I can't imagine what a hurricane

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feels like. Our boat was swinging through about 30 degrees. Thankfully our anchoring gear did its job and we never dragged.

Carole and I have been through the anchoring drill enough that we can communicate fairly well with hand signals. Carole would power the boat into the wind so I could get a little slack to reel in. Once we had the anchor up, we powered up into a new patch of sand to windward and reset the hook. The trick to resetting in those conditions is to feather the boat with enough forward power to slow the backward drift such that the anchor has a chance to set and not just plow the bottom. After studying the GPS for the next 5 or 6 hours we got comfortable enough that we were holding and got some sleep.

Meanwhile the VHF was incredibly busy with traffic of boats dragging, resetting, etc., though one Bahamian racing sloop came loose. Several intrepid cruisers got in their dinghies and managed to get another anchor set on it. Apparently, the boat has a habit of coming loose.

Unfortunately, two catamarans headed south didn't fare as well. The Manta 40 "Park Place" in company with the Witness 35 catamaran "Cattitude" were apparently anchored off Mayaguana's far north eastern coast waiting for the front to ride south. They planned to leave about midnight for the Turks and Caicos when the wind shifted. About midnight they found themselves in 15 ft. waves and 30 knot winds on a lee shore (all coral reef, of course) near Booby Cay. Park Place pulled hook and escaped, but Cattitude fouled their prop in their anchor line. Park Place then went back in to tow them out to deeper water when they hit a rock damaging one rudder. Meanwhile Cattitude dragged onto the rocks and began to sink. All

aboard Cattitude managed to get to shore without serious injury.

Then we heard that Park Place had managed to rig an emergency tiller and had escaped again and was now heading SE to round the end of Mayaguana and hopefully the lee side of the island. Then about 8:30 this morning we heard Park Place give their position about 4.5 miles south of the eastern tip of Mayaguana but taking on water and unable to keep up with electric and manual pumps in full operation. They were heading west along the southern coast trying to make the beach just west of southeast point but only making 4.5 knots. By 9:00 AM the skipper on Park Place was not keeping up with the incoming water and was probably near exhaustion from pumping and they were still at least 4 miles from the beach.

Since Park Place is a cat, only one hull had the flooding problem, but if I recall the design of the Manta, the two hulls are not independent so if one floods enough, both will flood. Meanwhile, Sandy on Windwalker (at Ragged Island in the Jumentos) was serving as relay for BASRA (Bahamas Air Sea Rescue) in Nassau. BASRA is strictly a volunteer organization and except for some (very weak) radio communication was completely unable to provide any direct assistance. Windwalker made a call for help over the weather channel that everyone monitors starting at 6:30 AM to listen to Chris Parker's weather report on the HF radio. Apparently this stimulated some effort on two boats (Cyan and Ocean Pearl) anchored in Abraham's Bay Mayaguana about 12 or 15 miles from Park Place ... Then we heard that they are going to attempt to rendezvous with Park Place by dinghy to help with pumping. They had also managed to alert a local boat that was in the process of mobilizing to help. Meanwhile Park Place is still

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eyeballing the beach off southeast point.

While all this is going on, the crew of Cattitude is attempting walking across the island to get to the beach off southeast point where they could be picked up in the lee, a distance of about 5 miles. Their boat is on the reef with one hull completely submerged and getting pounded by the incoming surf. Probably never float again. The problem they have is that the direct route across the island is over fairly steep and rugged terrain, while a longer route around the shore is likely very rough iron shore (wave eroded limestone and very sharp) either way progress will be slow ... Both crews have handheld VHF radios.

This awful saga continues. Park Place has struck another piece of reef off Southeast Point, Mayaguana, this time taking out an engine and worsening the flow of incoming water. With no power to run pumps or make progress toward the beach, the crew (two people) of Park Place had abandoned the boat and were in their dinghy. Then, to make things worse, they develop outboard engine problems trying to make it to the beach. Their Honda 4 stroke has a fuel pump problem and they have to pump the priming bulb by hand to keep it running.

Now two hours more into the crisis the local boat is nowhere to be seen, but cruisers in Georgetown were able to contact the US Coast Guard via the US Army Base on Great Exuma. The Coasties supposedly had a boat within about 50 miles of Mayaguana and had it diverted to the scene but it was reported that they were at least two hours out. Meanwhile the crew of Cyan (anchored in Abraham's Bay) was going to try to get a megayacht anchored in Abraham's Bay to deploy their large skiff for a rescue attempt.

BASRA was trying to call a Capt. Brown on

Mayaguana at the Mayaguana Inn because he has a boat big enough to help but at last word the phones were down. This is typical of the phone lines to Mayaguana, as any cloud cover interrupts their service. I suppose because it's satellite linked?

I guess that this points out what we've always known and, that is that, when you're out here, you must be self sufficient. There is no help available. You must be ever vigilant of your navigation and weather. It's easy to get complacent or at least over confident here in paradise. Your basic gear must work every time it's called upon. You must always err on the side of "chicken" ... There are no penalties for being too cautious and disaster is waiting for those that take a risk. I suppose it's one of the reasons cruisers make it no farther down the island chain than Georgetown. Once you leave here, you are on your own until you reach Luperon, and even there help is sporadic at best. I would also point out that so far all of the communication with the boats in trouble has been over Marine SSB and even with 150 watts of power, Windwalker had to provide relay to BASRA in Nassau. HF radio whether Ham or Marine SSB is at best a tentative system. We are in Georgetown and we could hear Windwalker very well. Early on we could hear Park Place pretty well too, but Cyan and Ocean Pearl were very weak and sporadic. Windwalker was trying to coordinate rescue on 4003.00 SSB all morning and switching once in a while to 4125.00 SSB, the Distress frequency and over all this time, (06:30 AM -2:00 PM so far) we have not heard one single response from any official SAR (search and rescue) station, not the US Army, not the US Coast Guard, no one. Just BASRA which as I said is all but useless since they apparently have no SAR assets of their own.

OK, as of just before noon, we heard that another cruiser (Manuela) responding to radio calls, was

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able to talk with the crew of Park Place via VHF and they had made it safely to the beach. Apparently the weather has deteriorated in that area significantly, probably the squalls that we had yesterday. The stranded crews have hand held VHF radios, which are very weak, a couple of miles range at best.

Apparently a local by the name of Capt. Brown is on his way to the scene but in a small skiff with crew members from Ocean Pearl aboard. They have four men in a 15ft skiff with an 85 HP Yamaha on it.

We'll continue the tale as we hear more details but as of right now it appears that both crews are safe although both catamarans are apparently lost. While both crews are safe, they are stranded on a remote stretch of beach in foul weather. Efforts continue to try to retrieve them from the beach. The nearest road to the beach is 12 miles away over rugged terrain and the cruisers in Abraham's Bay are likewise 12 or 14 miles away from them.

The crew left on Cyan meanwhile, apparently assembled their dinghy and went over to the megayacht anchored in Abraham's Bay, and got the captain to launch their large skiff, a 28 ft. Mako powered with two 225 horse Mercs. The captains of Cyan and the megayacht (the 85 ft. Cheoy Lee - Starship) went out to rescue the stranded crews. Neither of the two skiffs have radios so all communication there is by handheld VHF, which is poor at best. Starship's big skiff arrived at the scene and could not land so the stranded people had to dinghy out to them ... at this point the other skiff with two Bahamians and two crew members of Ocean Pearl had not been seen or heard from. Oh Great...

Repeated calls by phone to the USCG in Miami

revealed that there were no assets available to assist. Both helicopters stationed at Great Inagua (50 miles away) were down for repairs and the previously reported boat must have been a myth.

After an entire day sitting on the edge of our seats, unable to do more than listen to the HF radio, at about 4:00 PM, we got word that the two skiffs had entered the far end of Abraham's Bay and had recovered both crews, so all's well except for the beautiful boats lost to Neptune.

Many thanks go out to Sandy on Windwalker for serving as relay point and rescue director. It was Sandy that suggested that the cruisers contact Starship to participate in the rescue. Also thanks to John on Manuela for relaying the sparse and feeble VHF traffic back to Sandy. They were able to marshal the only help available to those poor folks stranded on the beach. This experience has significantly eroded my faith in the ability of BASRA and the USCG to respond to cruisers in desperate straights down here.

Later, the skipper of Cyan, who had been with Starship's captain on the Mako, reported that they were able to go almost 40 knots most of the way and hit 45 knots at least once on the 14 mile trip to the southeast point, one powerful rig! When they arrived they learned that the other skiff had gone around the eastern end of Mayaguana in search of the Cattitude crew. (They were able to observe the wreck of Cattitude and apparently there ain't much left.) After the Mako had boarded the crew from Park Place (Ken & Wanda Park?) They went looking for the skiff but couldn't risk the reef up the east coast. But soon the overloaded skiff appeared and transferred Cattitude's crew (Rick & Nancy?) to the Mako. They then looked for Park Place and found her drifting, decks awash

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about 2 miles offshore making 1.5 knots to the southeast but looking like she would sink any minute. May never see her again. Their trip back to Abraham's Bay was uneventful. The stranded crews were taken ashore and would put up at the Mayaguana Inn. (We've been to Mayaguana but I never saw a hotel there) ...

We later learned that this was more than just the shattered cruising dreams for this season-both boats were uninsured. Cyan's skipper reported that Park Place's crew were taking the loss about as

well as could be expected but that he was worried about Cattitude's skipper as he was despondent and unresponsive the whole boat ride back to Abraham's Bay.

Well ... Exciting times ... This is too close to home. We can really feel the pain of these two crews and we hope and pray that they will survive this to go cruising again.

Bye for now and please, and stay safe out there.

2006 Dues Are Due

Yes, it's that time again, time to pay those annual dues.

If you plan on attending the February meeting, please bring you checkbook with you. I will have forms with your information already on it, so all you have to do is look it over, update changed information, and return the form with the check. *No form filling required!*

IMPORTANT NOTICE: *It has been proposed that we increase our annual dues from \$30 per year per family to \$35. The dues have not increased in at least 8, and possibly 10 years, and the treasury has been a little thin of late, compared to previous years. While we no longer pay to distribute the newsletter, the web site is no longer free. In addition, the cost of meals for speakers has gone up, and the booth at the boat show is a new expense.*

We will discuss this topic at the February Meeting.

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 CLEARLY!): _____

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 / Day Sailing / Other

Skills I have that could help FOMA: _____

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 or by phone at 727-536-0189, or you can speak to Lowell at 727-864-1418.

Florida Offshore Multihull Association
Presents
The 8th Annual FOMA Frolic
Notice And Invitation To Race

Date: Saturday, April 22, 2006
Classes: Offshore Multihull, Beach Cats; (minimum 5 boats for a class start)
Start Time: 10:30 EST for Multihulls; 10:35 EST for Beach Cats

Sailing Instructions

Skipper's Meeting: There will not be a skipper's meeting for this event.

Check In: On starboard tack, hail committee boat with Boat Name, Sail Number and Class; get Acknowledgment

Start: At Clearwater Pass entrance marker "G-1", start between the marker and committee boat.

Course: North to Anclote Key Channel marker "G-1" Located approximately N 28 08.27' W 82 52.04' ; leave mark to port and proceed south to Clearwater Pass entrance marker "G-1"

Finish: Round "G1" leaving same to port

Time Limit: Take your own time upon rounding "G-1". Report same to the race committee at 727-422-0116. Race committee will not on station. You MUST finish by 16:30 hours EST for ALL classes.

Authority: Race will be governed by the rules of the commodore of FOMA, which only require safety and fun, a current PHRF or Portsmouth rating, AND the US Sailing Racing Rules of Sailing 2005-2007. This is a fun race, protests will not be entertained.

Race Committee: This event will utilize the Clearwater Community Sailing Center's resources to conduct the race. All Sailing Center members are encouraged to participate.

Party-After: Come to the Clearwater Community Sailing Center after the race. A large grill will be provided - BYOB, Hot Dogs, Burgers, Soda and Beer will be provided for up to 4 people per boat. Ferry service will be available between your yacht and the sailing center.

Awards: Awards will be presented at the May FOMA meeting on 5/16/06 (place to be determined) for all classes starting at least 5 boats.

Registration: The entrance fee will be \$30 for all boats. Please make checks payable to FOMA and mail to Sid Zipperman, 2700 Bayshore Blvd, Unit 9209, Dunedin, FL 34698. Please include your PHRF rating and boat name along with your check. For questions, call Sid at 727-736-9462.

Entry Form

8th Annual FOMA Frolic

Clearwater to Anclote and Return

Saturday, April 22, 2006

Boat Name _____ Length Overall (LOA) _____

Class _____ Rating (attach copy of certificate, if any) _____

Sail # _____

Skipper's Name _____

Mailing Address: Street _____

City _____ State _____ ZIP _____

Home Phone _____

Work Phone _____

Sailing Club _____

I hereby release the Florida Offshore Multihull Association (FOMA) and the race committee from any and all liability, claims, demands, obligations, expenses, actions and causes of action whatsoever against them as a result of participation by the undersigned in this event.

Signed this _____ day of _____ 2006

Skipper/Owner Signature _____

Entry fee of \$30 must accompany this form

Checks should be made payable to FOMA or Florida Offshore Multihull Association and must be received by April 10, 2006.

Send this form and rating certificate along with your check to:
Sid Zipperman, 2700 Bayshore Blvd, Unit 9209, Dunedin, FL, 34698
Questions to Sid at (727)736-9462 or (727)422-0116