



MultiMedia

January 2004

The Newsletter of the Florida Offshore Multihull Association

The Commodore's Corner

by Commodore Wayne Rutland



Hello everyone!
Well, it's 2004 and I don't know where 2003 went. FOMA keeps cruising along as it has the last few years, with less people and events. We seem to be having good times at the meetings and good times at the sailing events. In other words, we have a good time

whenever we get together, but it does seem to be less of us at both. As an example, FOMA Frolic died due to a date change, then lack of boats to race. On the upside, the cruises we sponsored in general went very well.

Most of our members day sail or cruise on the weekends around their home base, so that is our main sailing activities. A few members did try the longer race to Key West, but that race died also, but strictly due to lack of wind.

We keep talking about bringing in new members and I know we are working at it, but I don't see many new faces yet-so let's keep trying.

This year we will try to put another FOMA Frolic, this time in conjunction with the Clearwater Sailing Center. We will also set up several local cruises so we can get together on the water. FOMA has been around since the 1980's and I read all the old news letters we have on hand. One thing is consistent throughout the years are comments on declining memberships and lack of participation at events. It seems that a few years of decline and a few boom years are the norm for FOMA. It sounds just like the economy! I would like to thank all the current board and past board members for all their work on FOMA matters. It is now time to twist some arms to get some board members to stay at there jobs, and to find some new board members replace others. Any takers?

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Our Next Meeting

The next meeting will be January 20th, 2004. Our usual third Tuesday of the month.

We'll meet at the Leverock's restaurant on the West side of US 19 just South of Park Boulevard. (7000 US Highway 19 North, Pinellas Park, FL 33781-4608).

From Tampa, use the Gandy Bridge, which becomes Park Boulevard. Exit on US 19 South, then go one block to Leverocks on the right.

If coming from the North on US 19, go past the shopping mall known as Park Place, (the one that used to be called Pinellas Square Mall) and Leverocks is the first road past the mall on the right.

Anyway, Happy Hour is from 3:00 PM until 7:00 PM, and we would like to have everyone seated for the meeting by 7:00 PM. We will be ordering from the full menu.

For the speaker, our own Captain Ron will show film and discuss his recent adventures in moving his *new boat* from Annapolis to Florida.

In addition, Sid has promised us that several FOMA members will be inducted into the Blue Moon Society, whatever that is. Ask him, not me.

From the Editor

First off, during January, FOMA grew by one member. Maggie Taylor, the new daughter of Robert and Julie Taylor, came into our world. Before she was 48 hours old, dad was holding her up to the hospital room window, pointing out different types of boats to her. Rumor has it she belched when he pointed to a monohull! More details and pictures will appear in the February *MultiMedia*.

Next, I want to thank Doran, Ron, and Wayne for their contributions to this month's *MultiMedia*. All of their efforts have made this one of the best issues in the past year.

Lastly, check out the information on the special February meeting on page 4.

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FOMA
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St. Petersburg, FL 33733

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The Racing Quarter

by Doran Cushing

The busy part of the racing season has started in the Tampa Bay region for monohulls and multihulls alike. The lead-draggers have already had a cold and windy Commodore's Cup at Davis Island Jan. 10-11 and the top boats in North America are headed to Key West for the annual race week Jan. 19-23. Corsair (and earlier Farrier boats) will be represented at KWRW with two classes - C28R and C24 MkII (about 10 boats in each class). Local Rich Carlson is entered with his new F24 MkII.

In this region, the next event for FOMA boats will be the Tampa Sailing Squadron's annual Gasparilla Regatta... Moved up on the schedule this year to Saturday, Jan. 31. For more info and entry forms, see www.tampasailingsquadron.org. Be aware that the West Florida PHRF racing schedule (at www.westfloridaphrf.org) is incorrect and lists the TSS event in February.

February brings the St. Petersburg National Offshore One-design (NOOD) Regatta Feb. 13-15 at St. Pete YC. Corsair will be represented by the 28R class, sailing one-design. Some 150 boats...mostly monohulls...typically compete on three separate courses on Tampa Bay. See www.sailingworld.com for details and schedule of activities.

Also in February will be the Pass-a-Grille YC's Anchor Trophy Saturday, Feb. 28 for one day of racing in the Gulf of Mexico. See www.pagyc.com. Entry forms are usually mailed to all WFPHRF members prior to the event but you must have a WFPHRF rating to be on the mailing list.

A relatively new event for multihulls, the Conquistador Cup at Punta Gorda, will be held March 13-14 with one day of buoy races and a reverse start distance race on day two. I am the multihull class coordinator for the event and will have full entry details in the February FOMA newsletter. The entry fees have typically been \$35 for the two days with good parties, etc. There are numerous options for dockage and anchoring in the area. I encourage all multihull owners to consider coming to this race/party. There will be classes for racing boats, true cruisers, and non-spinnaker boats... We want the Corsairs, Stiletto's, Edel Cats, Maine Cats, Prouts, Gemini, Mantas... Everyone with more than one hull... To come and race against similar boats with the courses tailored to the types of boats racing.

March also brings the Michelob Cup Saturday, March 20, hosted by Treasure Island Tennis and Yacht Club. The concluding events for the major regatta schedule in the Tampa Bay area is Suncoast Raceweek April 2-4 and the Clearwater to Key West Race May 19.

The FOMA Frolic is on track for Saturday, April 10th, 2004. We will be putting the race on in conjunction with the Clearwater Sailing Center. See the next issue for more information.

Out of area event include the Gulf Coast SC Charity Regatta at Naples March 27-28. This is a quality event with great parties, great trophies, great giveaways, and two days of racing in the Gulf of Mexico. Dockage is usually provided/arranged for all out of area boats. See www.gulfcoastsailingclub.org for details.

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The FOMA Frolic

by Wayne Rutland

The FOMA Frolic is on track for Saturday, April 10th, 2004. We will be putting the race on in conjunction with the Clearwater Sailing Center.

We will have two classes: A True-Cruising class open to monohulls and cruising cats, and a Sport Class for the go-fast boats. We will race from Clearwater pass to Anclote and back or if the seas are bad we will be in the Intercoastal on a shorter course.

We need all FOMA members to come out to this event, wether to race their boats, crew on a boat with someone else, or to help with the party on the beach afterwards. If you cannot make the race, how about letting another member use your boat?

You will need a FOMA or PHRF rating, but it does **not** have to be current. This is a fun race and does **not** count towards points on the local racing circuit. More information will follow later. Again, we need all FOMA members to come out for this one!

Call Wayne Rutland with any questions at 813-837-5281, or e-mail him at sfbker@aol.com.



Laissez les bons temps rouler!

The unofficial motto of New Orleans is **Laissez les bons temps rouler!** Or as they say in English, "Let the good times roll!". FOMA will be celebrating Mardi Gras (Tuesday, February 24th 2004) by having a special meeting date for our February meeting. Be sure to mark Tuesday, February 24th (the fourth Tuesday) in your calendars as the date for the FOMA February meeting.

We will be meeting at Banquet Masters, which is located at 8100 Park Boulevard North (between Belcher and Starkey Roads) in lovely Pinellas Park for a Mardi Gras Party!

There will be a Cajun buffet, as well as live music in celebration of Mardi Gras! Guests are requested to wear beads, hats, and other appropriate Mardi Gras attire. If you are unfamiliar with Mardi Gras, the colors of Mardi Gras are Gold, Purple, and Green, so those colors are a natural for the evening.

To attend this event, you must RSVP to Sid at 727-736-9462 ASAP, as there is only a limited number of seats available for this event.

The Racing Quarter

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For more information on any of these or other events, please feel free to contact me via e-mail at doran@southernsail.com or via phone at 727-895-4943. To see the full WFPHRF schedule and links, see www.westfloridaphrf.org. Be sure to confirm dates with the host clubs as dates do change from the time the calendar schedule is posted.

The Butler Saga, Part Two

by Ron Butler

Fourth Report, transmitted Wednesday, October 29th. We spent Friday night anchored up in Pheobus Channel between Ft. Monroe and the tunnel causeway. This anchorage was right along the causeway for the Chesapeake tunnel in Hampton Rhodes, Virginia that goes to Norfolk, Virginia.. Not a bad anchorage and it left us in good position to clear Norfolk on Sat (10/25).

We got an early start and cruised by all the big Navy ships tied up at Norfolk along Craney Island Reach. Truly awesome to see these immense ships so close up and personal! There was a large aircraft carrier (USN 71, the USS Theodore Roosevelt) lots of smaller carriers (*amphibious assault ships-ed.*), destroyers and guided missile frigates and who knows what all. The highlight though was the battleship Wisconsin in mothballs as a museum. The rest of Norfolk, Portsmouth, etc. is a virtual Navy and industrial waste land. The place smells of rusting steel.

On to the Great Bridge lock. We just made the 11:45 lock-through. We were the last boat in (they waited on us slightly)... It's good to make power boats wait. Locking through was a breeze compared to the Okeechoobee waterway locks! It was hard to believe that anything even happened but there they were opening the gates and the power boats were making their exit. As we were last to go in, we were last to parade out! It was about the only time we've seen these power boats move so slow!

The rest of the day we motored right directly into the wind past places like Pungo Ferry and Coinjock??. What is a coin jock? Sounds like

something in a gay strip joint. {Ron's sense of humor!}

We blew our planning... When we got to Coinjock there were no berths available. Four very small marinas there were all full (mostly power boats)... So we motored on against my better judgement to an anchorage shown about 10 miles past Coinjock. We finally put the hook down about 7:30 PM. It's not fun navigating winding channels in the dark. Then the chart showed depths of 7 feet but we never saw readings over 6 feet and this morning the sounder showed 5.2 feet ... we draw 5 feet.

We were a little slow getting going this morning and as a result, we were still at anchor when the power boat parade started. This stretch has been worse than Ft. Lauderdale for all the idiot power boats throwing 6 foot wakes. Very annoying and uncomfortable.

Today we're crossing Albemarle Sound in a flat calm, cloudy with fog on the horizon. We're motoring along at 5.4 knots using up fuel at about 2/3 gallon per hour. The cruising guide says "The relatively shallow waters of Albermarle Sound can be stirred into a short, nasty chop by surprisingly little wind, making conditions uncomfortable—and sometimes dangerous." So flat calm conditions are not always unwelcome! The Gods are with us!

Tonight we'll anchor just north of the Alligator-Pungo canal ... we think... The next anchorage is

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The Butler Saga, Part Two

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25 miles south and that would make for another after dark mark hunt.

Fifth report, also transmitted Wednesday, October 29th. Since the last cruise report, we made it as far as Beaufort, NC more or less (well OK, Adams Creek, Jarrett Boat Works to be exact)... We had our first crisis to deal with.

We had anchored out Monday night (10/27) in Broad Creek about 5 miles north of Oriental, NC on the Neuse River (I always confuse my e before u rule so the spelling may be wrong)... Anyway we left Tuesday about 6:30 am and motor sailed down the river toward Beaufort via the ICW and Allens Creek when I noticed the engine was running a little warmer than yesterday ... never a good sign.

In trying to figure out the problem, I noticed green coolant (antifreeze) in the bilge. Then I began to search for a leak in the engine's fresh water cooling system. The only thing I could find was a drop of the green stuff clinging to the bottom of the sea water pump on the front of the engine (the sea water pump shouldn't be leaking green stuff it pumps sea water).

Anyway we stopped at Jarrett Bay Boat Works to buy antifreeze and when I topped off the system the leak became apparent. The shaft of the fresh water circulating pump was gushing.

Fortunately all this happened before noon. I called everyone I could think of to get the water pump. It finally became apparent that one could not be had locally (no Westerbeke/Universal dealers here). So I called Snead Island Boat Works in

Palmetto and they didn't have one but they sent me to a dealer named Coastal Power (or close to that) in Sarasota. They didn't have one either but the fellow there (Dean) said he would try to locate one. Meanwhile, I called RB Grove in Miami (they're the southeast distributor for Universal) no luck there either... (I don't think they like dealing with the public) meanwhile Dean called back and said he could get me one but it wasn't cheap. \$280 bucks or so.

Of course the part number I gave him was different than his application chart. They needed the serial number off the engine to be sure they sent the right one. Another bilge dive and I came up the number.

To make this long sad tale of woe shorter, Dean overnighted the right water pump to Jarrett Bay, where I had the pump on the engine by 2:00 PM today. Too late to leave today but we can get out early on Thursday 10/30. By the way the pump was drop shipped from ... you guessed it ... RB Grove. It all in who you know.

Jarrett Bay turns out to have extremely helpful and friendly staff. They even loaned us a courtesy car (an old tired Chevy caprice jalopy but who's complaining) to drive to Beaufort 10 miles down the road.

I managed to get Carole off the boat and we went into town to do laundry, shopping, etc. Of course we first had to stop to put air in the tires and \$5 worth of gas in the chevy. I felt like Uncle Buck driving that thing.

We did a week's worth of laundry, filled the car with groceries, got a new alternator/water pump

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The Butler Saga, Part Two

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belt (might as well since I have it off anyway) a small wheel puller in case the new water pump didn't come with a pulley (it did) and some blue RTV silicone.

By noon we were back at the boat and we loaded Carole, laundry and groceries, tracked down the new water pump and got to work.

The new pump seems to work fine, no leaks so here's hoping. They don't call me Mr. Badwrench for nothin.

Anyway, that's today's adventure in boating. See you soon, we hope.

Sixth Report, transmitted Friday, October 31st. We hope the last batch of cruise reports made it out OK. We had an error on one e-mail address that bolixed up the whole thing and it was a devil to find. It was an extra space at the end of one address! Jeez Louise...

Anyway we made 70 miles yesterday (10/30) in spite of bridge delays although we tied up after dark at a marina near Topsail Beach.

On the way down we passed through the Camp LeJeune firing range... With out a hitch (heh ,heh) except for the Marines staff that operates the swing bridge that only opens every hour. They would not let us through until I put the mainsail down.

Today we had more bridge problems as one opened every 30 minutes and another only on the hour (unless you're commercial traffic). We lost over an hour between those two.

Tonight we expect to tie up in Southport, NC just a few miles short of the South Carolina state line.

Anchorage are few and far between so we've elected to tie up at marinas the last few nights. The anchorages are very shallow and currents run very swift here. There were times today where we only made 4.5 knots broad reaching in 10 knots of wind and the engine at full throttle.

The engine has been fine for two days now... Knock on fiberglass... And Carole's foot is feeling better.

Tonight we're doing red beans and rice for dinner... One of our favorites.

The weather's been great... NE winds at 10 or so... We're chicken to try the outside. The forecast is for NE wind 15 to 20 6-9 foot seas and a large easterly swell from a tropical depression SW of Bermuda. Sounds uncomfortable. We'll stay in the ditch thanks and we'll keep an eye on that TD too.

It is a ditch too. The Cape Fear river is the most open water we've seen since the Nuese River. The channel markers are horrendously confusing. We've run aground twice, luckily we were able to just motor off both times.

The ICW is also lined ... wall-to-wall with large homes. I don't think there's an inch of waterfront left in NC. They'll be dredging and filling the marshes next. (Florida style).

Images from the Holiday Party



Images are much clearer and in color on our website: <http://foma.sailnet.com>

British Virgin Islands Trip Prospect

by Ron Butler

The first Clearwater Sailing Center BVI charter cruise is beginning to take shape. We will be having our initial informational meeting at 7:00 PM on January 16th so if you're sufficiently cold and dreaming about cruising the warm southeasterly tradewinds, here's your chance!

We are planning to travel to Tortola between May 20th and the end of June for as a group and charter several boats out of the Tortola Moorings fleet for 6 days or a week of glorious and fun sailing. We will be getting group discounts on the boats and possibly on the airfare with the target price being under \$1800 per person including the boat, fuel, water, air fare, partial provisioning, insurance, land transfers, duties, entry permits, tourist taxes, etc. Details will be available at the meeting on the 16th.

If you want to go, we will need a firm commitment from you not later than the 31st of January, 2004. A firm commitment means that you will have paid for the Moorings part of the trip. We will have firm prices for you by the meeting on January 16th. I'm sorry for the short notice but if we want to be sure of getting our week reserved and booked, Moorings needs the reservation paid for by the end of the month. Normally a small deposit is required with the remainder due 180 days prior to the booking date but since we're inside that window already, we need the full amount (air fare not included).

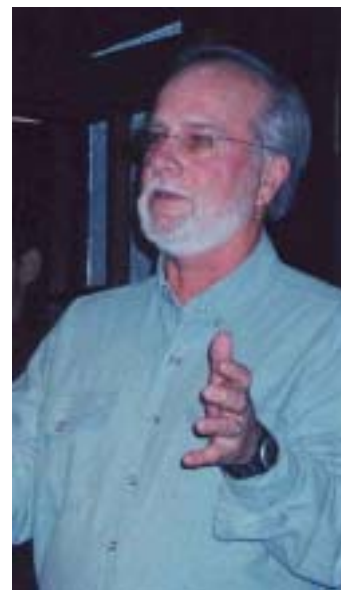
Once I have bookings from you and your boat preference, I will reserve the boats and we will have a follow-up meeting in February to finalize the boat assignments and any other arrangements that need to be made at that time. In March, April and May, we will schedule Cruise Planning

meetings where you will have the opportunity to learn about sailing big boats in the BVI and discuss itineraries, special stops, dive holes, snorkeling reefs, bar hopping, shopping excursions and have any of your questions answered.

We will be arranging for discount airfares however, due to the connections out of San Juan, everyone will have to book their own airfare. This is because the planes flying from San Juan, are 44 seat island hoppers and that airline won't reserve more than 15 seats for a group (even when the plane is showing empty in the reservation system). Of course, this way you get use all those frequent flyer miles you've accumulated. We should have the discount details by the meeting on the 16th.

We are pricing this with Moorings (or maybe Footloose, a Moorings affiliate) such that we will fly in on Saturday, do the skippers meeting, boat check-out and final provisioning Saturday night, sleep on the boats Saturday night at the Moorings docks, and depart Tortola Sunday morning (when you're ready to go). We are also pricing this with paid captains on the larger boats so if you have a captains license and would like to go as a paid captain be sure to let us know, otherwise Moorings can provide us with captains.

It's shaping up to be a great week, you don't want to miss this opportunity.



FOMA Dues

Yes, Virginia, it's that time again, time to renew your FOMA membership for 2004!

We must receive your renewal by March 1st to ensure your name is in the 2004 Directory, which will be available at the April meeting!

Your editor has acquired a new database program which will ease production of a directory, and we will produce a directory this year!

To join or renew, please complete the form (so we can check our database), attach a check made out to FOMA, and mail to the address shown opposite.

FOMA

Florida Offshore Multihull Association Membership Form

New Member: _____ Renewal: _____ Date: _____

Name: _____

Spouse/Significant Other: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____

E-mail Address (please print carefully!): _____

Boat Manufacturer _____ Boat Model: _____

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

Boat Name: _____

PHRF Rating _____ Source of Rating: WFPHRF / FOMA / Other _____

Are you Available For Crew? Yes / No Sailing Experience _____ years

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:

Colin Povey
2961 Longbrooke Way
Clearwater, FL 33760-1720

If you have any membership questions, Colin or Marie can be reached at: colin@povev.org or by phone at 727-536-0189

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