



MultiMedia

November 2005

The Newsletter of the Florida Offshore Multihull Association

Finally, the PERFECT Boating Attire

by Colin Povey

Finally, after centuries of work, the marine industry has developed the perfect attire for boating. Forget slickers, oil-skins, foul weather gear, wet suits, T-shirts, jeans, and all the new high-tech materials like Kevlar and Gore-tex. The perfect (or nearly perfect-read on) attire for boating are Brew Shorts! That's right, a pair of shorts with a pocket for holding a bottle of beer.

With this development, man has finally achieved his highest ac-



complishment. Forget the moon landings, elimination of diseases, nuclear power, and the unlocking of the human genome. Beer shorts surmount them all!

Now, why did I say nearly perfect? Well, the pocket is too small for inclusion of a coolie around the beer. Now, some might argue, that without the coolie, the beer will get warm too fast, meaning you have to drink it faster, to avoid warm beer. And at times, that might be a good thing. But

— *Continued on Page 3*

A Special Note

We are expecting a lot of potential new members at the November FOMA meeting. **Please make a point to sit with new people and make a new friend**, instead of sitting with people you have know for years.

Articles In This Issue

Next Meeting

From The Editor-**Important Info!**

Strictly Sail St. Petersburg

GPS System Updates

Our Next Meeting

The November FOMA meeting promises to be full of surprises and new adventures.

First, we are meeting in a new location.

Second, we are hoping to see lots of prospective new members show up for the meeting. As many of you know, we recruited heavily at the Strictly Sail St. Petersburg show, and it appears to have paid off! 46 people signed up to get a free sail, with the understanding that they need to attend a regular FOMA meeting to schedule the sail. Well, this is the meeting where we hope most of them appear!

So, the meeting will take place at Queen's Pizza, 1834 N. Belcher Rd., in Clearwater. It's easy to get to: From US 19, drive West on Sunset Point Road about $\frac{3}{4}$ of a mile. Turn Left (South) onto Belcher Road, and Queen's is just a few feet on the right. We will meet about 6:00 P.M. for drinks (beer and wine) and socializing, with the meeting starting at 7:00 PM.

They will have a buffet for us to enjoy for a reasonable fee. (contents and price still under negotiation at press time). We will have pictures from several FOMA get-togethers as the main focus of the meeting, as well as arranging to get the new people on a boat as soon as possible.

From the Editor

At the last FOMA meeting, it was decided that the time had finally come to eliminate a paper version of MultiMedia. Many other newsletters have already made this switch, and we finally did too.

We have had problems with the web site for the last few months, as Sailnet goes through bankruptcy. Therefore, it was decided that it would be better to take the money we spent on paper version of Multimedia (with postage, they cost about a dollar each plus an hour of my time) and buy a web hosting package and our own domain name. So, effective immediately, the new, easier to remember, and permanent web site for FOMA is <http://www.fomasailing.com>. For those switching to electronic copies, you will now get your *Multimedia* faster and in color! As you editor, I too benefit, because I am not restricted to an even number of pages, as I was before.

Many thanks are due to Robert Taylor who, though extremely busy, took the time to get the new web site up and running.

MultiMedia - The monthly newsletter of the Florida Offshore Multihull Association (FOMA), a non-profit sailing organization on the West coast of Florida. Copyright 2005, all rights reserved. Permission to reprint articles is granted, as long as credit is included and a copy is sent to FOMA. Published monthly (except August), and distributed free of charge to our members. Colin Povey, editor.

Members receive free classified ads. Commercial classified ads are \$10 per issue, limited to business card size. Club sponsors receive a logo in each issue, as well as a logo and link on the Web page.

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

FOMA Sponsors



Strictly Sail St. Petersburg

Continued from Page 1

there are times when you want to slow down and savor your brew, and for that a coolie helps.

These Brew Shorts are one of the newest products shown at the recent Strictly Sail St. Petersburg boat show. In a new location, since the Vinoy docks are being rebuilt, the show was slightly



Several Lopolights in action

smaller, in terms on in-the-water boats. But the number and variety of vendors in tents seemed about the same.

As we have done for the past several years, FOMA has had a booth in the show.

This year, to entice

new members to join FOMA, we are offering a free sail. All they have to do is attend either the November or January FOMA meeting, where they can sign up for a free sail. We filtered out people who were not local, as they obviously could not attend meetings on a regular basis. All told, we had 46 people sign up!

Now all we have to do is figure out how to provide 46 free sails!

Many things were the same at the boat show. The same people selling the same insurance, while looking bored to tears. The only thing worse are the people who sell boat financing. I have never seen anyone display so much boredom and lack of interest at one time. How they manage to stay awake for the entire show amazes me.

New products at the show included a new European-made LED light setup for navigation lights. Called Lopolights, they are already in use by several European manufacturers, as well as on several large racing boats. The Swedish navy uses them too.

Small, lightweight, reliable (20,000 hours esti-



CordPro on left, with a demo model on right.

Continued on page 4

Strictly Sail St. Petersburg

Continued from Page 3

mated lifetime), and low power. For example, For boats up to 20 meters/65 feet, a red/green combo bow light only draws 0.35 amps at 12 volts. The anchor light for boats up to 12 meters/39 feet only draws 0.2 amps. While this is more draw than the popular Davis Instruments masthead light, the Lopolight uses LEDs, which have many times the lifespan of the incandescent bulbs of traditional lights. In addition to everything else, Lopolights are completely waterproof down to 10 meters/33 feet. www.lopolight.com.

The next new item is not strictly a nautical item. Called a CordPro, it is a storage device for electrical cords of all types, water or air hoses, etc. The advantage of the CordPro is that the cord releases at both ends simultaneously, meaning you can plug a power cord into a AC outlet, then just pull out the length you need. It appears very easy and simple. Several FOMA members purchased sets. We will report in an upcoming issue on how well they work. More info at www.cordpro.com.



Reynolds Cat 33

Lastly, two new multihulls were at the show. The first is called the Reynolds 33. This is a 'camping cat', a sort-of overgrown Hobie. It can sleep four people, each in a separate 'cabin', and has a miniscule galley and head area. There is no center pod or cockpit; all living areas are in the hulls. It is trailerable, though not like a Corsair. The maker says '2 hours from trailer to water.' It will, when fully expanded, at 14 feet, fit in a standard single-size dock slip, like a Gemini.



Corsair Sprint 750 at the Strictly Sail St. Petersburg Show

It is supposed to be very fast. More information can be found at: www.r33.com.

The other new multihull at the show is a new version of an old model from Corsair. Called the Sprint 750, this is a modified F-24 Mark II. Basically, they have removed the most of the cabin from the F-24, giving it more seating in the cockpit, while still claiming to sleep two. Lighter than a regular F-24 (which is still in production in two versions), the Sprint 750 uses synthetic standing rigging, to lower its weight even more. The Sprint has a taller mast than does the F-24, and a deeper centerboard, making the Sprint a lighter, more powerful boat than the F-24.

For more info, go to www.corsairmarine.com.

FOMA Members at Strictly Sail St. Petersburg

FOMA wishes to thank the following members who helped to man, setup, and tear down the FOMA booth at the recent Strictly Sail St. Petersburg show:

Steve Steakly, Sid Zipperman, Eloise Hayes, Bob and Delores Jorgensen, Lowell and Freda Dexter, James Skidmore, Dan and Barbara Wallace, Wayne and Brenna Rutland, Robert and Julie (and of course Maggie) Taylor, Ron Milne, Colin and Marie Povey, and Lee Massicotte. If I have left anyone off the list, please accept my apology and let me know.

GPS System Update

by Colin Povey

Question: When did the GPS system become operational?

1. 1989
2. 1991
3. 1993
4. 1995

(The answer appears at the end of the page)

Well, even if you are wrong, it's obvious that GPS has made a tremendous impact on our daily lives. The most obvious uses are marine and aeronautical navigation, where precision is important and you have no road signs. Another great use is automotive navigation systems that take you directly to your destination, as I described last

year in a report on our vacation with Amelia, our Garmin Streetpilot III. Other applications include tracking trucks and emergency vehicles, surveyors use it for rough-and-ready surveying, to most importantly, saving lives. As the Coast Guard says, GPS equipped Emergency Locator radios take the search out of search-and-rescue, allowing rescuers to locate people in an area no larger than a tennis court.

Well, as most if not all of you all know, GPS is dependent upon a satellite system, run by the US Air Force, for supplying the signals that your GPS receiver uses to determine your latitude and longitude.

The satellites that are currently supplying the information for the entire GPS system are quite old. In fact, they have lasted more than twice as long as they were supposed to. So, it is with great relief to many serious GPS users that the Air Force recently started launching (from Cape Canaveral) a group of replacement satellites, designed not only to replace the existing satellites, but to upgrade their capabilities as well.

One benefit of the new satellites is that the global GPS market is expected to expand from \$16 billion per year to \$68 billion by 2010.

In addition to just new, longer-lived satellites, the new satellites have two features that will help all GPS users. The first satellite will become #4 in the GPS constellation. Look for it in about 3 months, after the checkout period.

First, they have more powerful transmitters, which will enable them to provide more reliable operation in wooded areas, in vehicles traveling tree-lined roads, and in urban areas, where tall buildings interfere with the signals. The stronger

Continued on Page 6

GPS System Update

Continued from page 5

GPS signals will also enable smaller, less expensive receivers, including those built-into devices like cell phones and personal communication devices, and even watches to be made.

Second, an additional frequency has been assigned to civilian GPS users (the military receivers already use two frequencies). The second frequency allows the receivers to compensate for atmospheric distortion, and provide improved accuracy, on the order of 3-10 meters.

Seven more identical satellites are to be launched by the end of 2007, after which an even newer model (the Mark III) will make its appearance.

One benefit of the new satellites is that the global GPS market is expected to expand from \$16 billion per year to \$68 billion by 2010.

After that, the third generation of GPS satellites is to be launched starting in 2013. The Department of Defense is just starting to define what they want those satellites to do, They plan on starting a rotation system, with 2-4 launches per year at that point, to help ensure the reliability of the GPS system. In addition, the Europeans, who have been proposing a GPS-like satellite system of their own for more than a decade, may have some of their 'birds' in the sky by 2013 as well. The Europeans don't feel comfortable that it is the US Department of Defense that runs the GPS system, and want a system they control. It is supposed to be at least semi-compatible with the GPS system, meaning that many GPS receivers can use signals from both systems.

The answer: 1993