



MultiMedia

September 2005

The Newsletter of the Florida Offshore Multihull Association

Breaking News That is NOT About New Orleans!

by Colin Povey

Well, I was going to lead this month with a different article, but then breaking news (and how many times does it have to break before news is broken down and just plain old hat, one wonders) about the FOMA web site came up.

In you have been trying to access the site, don't bother. Sailnet, who has hosted our web site for years at no charge, is about as broke as a New Orleans levee. All transactions have stopped, and the site appears about as populated as Biloxi in early September.

(Quick update: The site appears back up, but for who knows how long.)

So, we have a discussion topic for our meeting on Tuesday, September 20th. Robert Taylor, our Web Master, is exploring other possible web solutions. More details on the next page about the meeting.

Because of the possible lack of a web site for publicizing the next meeting, I am mailing everyone a hard copy of the newsletter, as well as sending out a copy via a PDF file. In view of the need to get this newsletter out to everyone, and to keep the cost down, I will hold all other articles until next month.

Nominations Accepted For US Sailing's St. Petersburg Yacht Club Trophy

US SAILING is now accepting nominations for its St. Petersburg Yacht Club Trophy which will be presented at the organization's Annual General Meeting (Phoenix, AZ - October 19-23). Emblematic of excellence in race management, more than 27 yacht clubs across the country have been proud recipients of this prestigious award since 1977. The winner is selected on the basis of race management superiority and evaluation by participating skippers. Making a nomination requires some pre-planning and nominations must be postmarked no later than Sept. 5. Please visit www.ussailing.org/racemgt/St_Pete_Trophy/index.htm for more information.

Articles In This Issue

Next Meeting

St. Pete Yacht Club Trophy

Vessel Safety Checks

Our Next Meeting

The next FOAM meeting will take place on Tuesday, September 20th 2005. It will take place at Applebee's in the Tri-City Plaza, which is located at the corner of US 19 and East Bay Drive.

The meeting will start at 7:00 PM or so, with happy hour starting around 6:00-6:30 PM or so.

Our guest speakers for the meeting will be from the *Sailing for Miracles* program that is going to raise money for All Children's Hospital. The program will be held in conjunction with the Strictly sail St. Petersburg show, November 3-6, 2005.

The *Sailing for Miracles* program starts off with a 'Masters Under Sail' cocktail party on November 4, sponsored by the St. Petersburg Yacht Club. The highlight of the event is the 'Masters Under Sail' regatta. The St. Pete Yacht Club will provide ten Sonars, and sailing participants can buy tickets to sail with some of the highest profile icons of sailing. As of press time, Ted Irwin (Irwin Yachts), Gary Jobson, Ted Hood (Hood Sails), Charlie Morgan (Morgan Yachts) and Frank Butler (Catalina Yachts) have committed to sail.

So, if you want a chance to go sailing with one of the legends of the sport of sailing, be sure to be at the meeting to find out all about the program.

From the Editor

A new multi-hull boat has been brought to market, the Harryproa. Yes, a proa. A proa, if you don't know, is the minimalist version of a catamaran. It is a half of a catamaran, but with a minimalist hull attached to an outrigger. Most outrigger canoes are really proas.

The one real difficulty of sailing a proa is tacking. Actually, you don't tack a proa, you 'shunt' a proa, turning the boat so that you sail 'backwards' (proas are sharp on both ends). While fairly easy at low-to-moderate winds, it is apparently a very 'exciting' evolution at higher wind speeds!

Information can be found at: <http://www.harryproa.com/>

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Vessel Safety Checks

by Colin Povey

Adopted from Boat/US Trailing Magazine

Most of us, at one time or another, have been 'pulled-over', for a Boat Safety Inspection. Sail boats are boarded less frequently than power boats, but it still happens.

What are the inspectors looking for? Well, there is a list of 15 items that the inspectors commonly check. Of these fifteen items, three of them form the core of what causes boats to fail and for their operators to receive a notice of violation.

So, here is the list. Can you spot the top three, the things most likely to get you a Notice of Violation? The answers are listed on the next page!

1. Proper display of registration numbers. The numbers must be in block letters (no italics or fancy fonts), at least 3 inches tall, and in a contrasting color to the hull color. A space or hyphen must separate numbers from letters.
2. Appropriate and current Registration and Documentation. They must be carried on-board whenever the vessel is in operation.
3. Personal Flotation Devices. They must be Coast Guard approved, in good condition, and you must have one of appropriate size per person on-board. They must be readily accessible. In addition, a type IV throwable device must be 'immediately available' on boats 16 feet and longer.
4. Visual Distress Signals. Boats over 16 feet are required to have on-board three approved day/night pyrotechnic devices (flares), one daytime non-pyrotechnic device (flag), one night non-pyrotechnic device (automatic SOS light), or a combination of flares and a flag. They must be

current. If you have no current ones, it's a violation.

5. Fire extinguisher. Boats under 26' must have one readily accessible and serviceable (check that gauge!) B-1 fire extinguisher. From 26-40 feet, you need two B-1's or a single B-2 extinguisher. PWC's are required to carry that extinguisher as well. All must be Coast Guard approved.
6. Ventilation system. Boats with enclosed gasoline fueled motors must have a powered ventilation system.
7. Backfire Flame control for gasoline-powered inboards or inboards-outboards.

Can you spot the top three, the three things most likely to get you a Notice of Violation?

8. Sound producing Device. All boats must carry a sound-producing device that is capable of making an audible signal for four seconds that can be heard a half-mile away.
9. Boats 16 feet and longer require appropriate and operable navigation lights if operated between sunset and sunrise.
10. Pollution Placard. This is required on all boats 26 feet and longer. Placard describing that dumping oil overboard is not acceptable. Must be visible in appropriate location (near a bilge or pump control station).
11. MARPOL Placard. Boats 26 feet and longer are required to post an approved placard with the rules of what can and what cannot be dumped at sea, and how far off the coast you must be to dump materials. It must be at least 4x9 inches.

Continued on Page 4

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Continued from Page 3

12. Navigation rules are required for boats longer than 39.4 feet in length, and the must be current.

13. Marine Sanitation device. If you have a permanently installed MSD, it must have a holding tank and a way of locking the discharge outlet in the closed position.

14. Compliance with local laws. In Florida, children under 6 must wear a PFD at all times when on a boat under 26 feet in length. Personal watercraft cannot be operated after sunset or before sunrise. Drivers must be at least 14 years of age; renters must be 16. All persons riding on or being towed by a personal watercraft must wear

an appropriate Coast Guard-approved PFD. The operator must wear a lanyard connected to the engine cut-off switch to stop the engine if the driver falls overboard or loses control.

15. Overall Vessel Condition. Things like batteries must be secured, fuses or circuit breakers must protect all electrical circuits, portable fuel tanks must be made of non-breakable material and free of corrosion and leaks, etc.

So, what are the 'Big Three', the things most likely to get you a notice of violation? Read the list, make **your** list, then check the answers below!

The Big Three: 1. Incorrect Display of Registration Numbers. 2. Not enough acceptable or correct size PFD's aboard. 3. Expired or inoperative signaling devices (flares).