



MultiMedia

February 2004

The Newsletter of the Florida Offshore Multihull Association

The Commodore's Corner

Meeting Date Changed - See Page Two for Details

by Colin Povey

Well, if you missed the January meeting, you missed a great one! We actually overflowed the room at Leverocks! In fact, we had to cancel the program, as there was no space for Ron to show his pictures!

All the existing officers, with the exception of Doran Cushing, retained their position for 2004. Kurt Gregory is the new Racing Director.

You will notice in this issue that we have several race reports. I want to say a "Great Job" to all those FOMA members who managed to get out on the water and race. I also want to say a big 'Thanks' to Doran, Steve, and Kurt for sending in the great articles they did on those races.

As I write this, the Miami Boat Show is about to start. They claim it is the largest catamaran show in the country. If you go, how about sending in an article and/or some pictures.

Doran wants FOMA to make a big appearance at the Conquistador Cup race in Punta Gorda. Multihulls from all over Florida are planing on attending, with boats divided into many classes.

So, lets get out on the water and show these other sailors that FOMA can out sail any of them. This race is scheduled for March 14 and 15.

Our annual FOMA Frolic is scheduled for April 10th. As usual, we will race from Clearwater Pass to Ancloete and back. We are planning on two divisions, True Cruising and Sport boat. If you cannot make the race, please help FOMA by joining the Shore Party crew to help with the after-party race at the Clearwater Community Sailing Center.

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Our Next Meeting

Our February Meeting date has reverted to our usual Third Tuesday. Below is the information on our February Meeting.

When: Tuesday February 17th. with drinks at 6:00 PM, dinner about 7:00 PM.

Where: Oriental Super Buffet (2456 Gulf-to-Bay Boulevard, Clearwater, just West of US 19)

Cost: Dinner Buffet of Oriental and Western items is \$15 per person, which includes tax, tip, and a non-alcoholic beverage. Beer and wine are available. **You must bring cash for the meal**, as the Oriental Supper Buffet accepts charge cards ONLY for alcoholic beverages at our special rate.

Our speaker will be Ron Butler, who will tell us about his adventures in moving his boat from the Chesapeake to Florida last year. Ron was prepared to do this in January, but we had to delay his presentation due to physical problems at the Leverocks location. We had more people than we could fit into the meeting room!

If you were expecting/hoping to attend the Mardi Gras Party on the Fourth Tuesday, this event is still on, it's just not the official FOMA meeting. Be sure to call Sid for reservations for the Mardi Gras party, if you are interested.

From the Editor

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In cruising news, the next cruise is scheduled for February 14th, a gathering behind the Vinoy. The March cruise is still open, but in April we are planning on rafting up after the Frolic.

If you are interested in cruising in the Virgin Islands, there are still a couple of open cabins in the Clearwater Community Sailing Center cruise planned for this June. Contact Ron Butler for more information.

Lastly, it's that time again. Time to pay dues. Please complete the form on page seven and mail (or give) it to me. We ARE going to produce a directory this year, I promise!

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FOMA
2961 Longbrooke Way
Clearwater, FL 33760-1720

FOMA Sponsors



TSS Gasparilla Race Results

by Steve Steakly

Tampa Sailing Squadron has always been a great venue for a race. They were the first club to invite the multihulls to their events and have welcomed us for over 20 years. We should support them as they have us and we did pretty well for the Gasparilla regatta on this recent Saturday.

Five multihulls showed up on for the start in spite of a less than promising weather forecast on Friday. In fact, the skippers meeting was held in a steady downpour but this did not discourage Doran Cushing (Triple Trouble) and Rich Carlson (Third Rail) from putting their highly portable boats together in the drizzle. Another F-24 (Prime Factor), was also coming in from lake St. Mary. Kurt Gregory and I were a little distressed that the race start was moved up to 10:30 making our morning commute across the bay an earlier trip with predictions of ENE winds of 15 to 20 (on the nose, as usual). The weather Gods took pity on us and the morning was fairly dry with little wind as we cast off from St. Pete to sail the 9 miles to the line. Kurt must have had a very early start because Key Lime sailed out from TSS as we sailed up to the course.

We had the first start and the 4 tri's and old

Strider (it was our 20th anniversary race) hit the line pretty evenly. Rich Carlson pushed us up well and we barely escaped to hit the first windward mark first, followed closely by Triple Trouble (Doran) and Key Lime (Kurt). The two F-24's were close too. The next leg was a long spinnaker run and we pulled away from everyone pretty well with Triple Trouble keeping pretty close. The next leg a reach proved to be too stressful for us with the big chute up so we went with the Genoa watching our lead shrink away with Triple Trouble holding his big chute down the whole leg. The bad weather was a factor to Doran and Kurt as they were racing shorthanded with two people. So I suspect that this may have been the reason Key Lime went the whole course with no spinnaker.

We regained some of our lead during the next weather leg and then flew our small reaching chute the following two legs and increased the lead to take the upwind sprint to the finish line. Triple had an issue with the chute and this proved to be his undoing. Was not sure what happened to Prime Factor as he appeared to drop out. The finish was Strider, Triple Trouble, Third Rail, Key Lime and Prime Factor (DNF). The rain held off for the most part until we headed home but it was not a bad day on the bay.

Race Results by Kurt Gregory

Boat	Finished	Elapsed	Corrected
Strider	12:57:35	2:27:35	2:50:422
Triple Trouble	13:14:46	2:44:46	2:59:063
Third Rail	13:26:59	2:56:59	3:04:044
KeyLime	13:08:01	2:38:01	3:14:105
TRIfecta	dnf		

Cool, moist conditions with a nice breeze - a high of 59 degrees. The rain held off except for a few drop of rain. KeyLime ran over its own spinnaker, so had to race with only a screacher. TRIfecta had problems lowering their spinnaker, so they apparently dropped out. Triple Trouble sailed short handed, with a crew of two. Strider was ahead for pretty much the entire race. A good time was had by all - and a very good excuse to be out on Tampa Bay.

Fort Lauderdale to Key West Race

by *Doran Cushing*

The Fort Lauderdale to Key West race in January of 2004 just confirms that, given the right conditions, almost any well sailed boat can win a sailboat race. The entries were as different as a Morgan Out Island 41 and a Melges 24....maybe more different. You have the massive 76-foot cat Patriot (Ex. Double Bullet) coming to the starting line with a -150 (minus 150) PHRF rating. And you have Catnip—a well-sailed Seawind 1000 (36 feet) with a rating of +118 (Plus 118). Guess who posted the best corrected time over the 160-mile course? Catnip. They corrected in front of the Corsair 27, three 28Rs and a Catana 58 in their division. They also corrected over Patriot, the carbon Antrim 40 trimaran Zephyr, two well sailed F-31Rs, sailmaker pro Dave Calvert's Osborn 420 and every monohull in the 41-boat race. Victor Mendelsohn's Catnip beat the fleet by more than 35 minutes.

Patriot was there as a local entry now owned by Michael Rush of Fort Lauderdale, FL. It's definitely a work in process as they raced without a boom and flying a mix of recut The Antrim 40 trimaran Zephyr is owned and skippered by Canadian Dwayne Zilinsky. With the racer/cruiser weighing in around 6,800 pounds of carbon and fabric, the owner was harassed by his crew for bringing aboard a petite aluminum coffee pot. Zephyr covered the course in 16 hours 26 minutes as first multihull and second boat across the finish line. The 75-foot Reichel-Pugh monosled Titan 12 (with a rail-riding crew of 18) finished some 73 minutes ahead of the 40-foot tri with a crew of four including owner Zilinsky, Rave national champion Don Walton, builder Louie Roy, and F-31R owner Glenn Howell.

The tactics call for hugging the reef (without

hitting it) and staying out of the nasty Gulf Stream counter-current which runs parallel to the reef (and less than a mile offshore at the Miami portion of the course). The course is defined by a series of 21 light towers and buoys which sit on the offshore edge of the reef. Not only must the competitors take the marks to starboard, they also cannot cross the imaginary line which runs from mark to mark. To do so calls for disqualification (and a potential hard grounding). Boats are also not allowed to get into luffing matches when sailing at night within three boat lengths of each other. You must hold your course if challenged by an overtaking boat.

*“The wind gods were with us,”
Mendelsohn said.*

Given the wind angles in 2004, this meant few tacks. The secret was shifting gears with sail changes as the breeze shifted slightly fore and aft/up and down. Aboard the

F-28R Flight Simulator, we never had to tack until we reached the sea buoy at Key West, then battled a dying wind and outgoing current in the hours just after dawn while tacking to the finish line. Three years ago we had Key West in sight at dawn aboard my F-27 and finished in the dark some 12 hours later due to the sad mix of no wind and bad currents.

But this year was better for the trailing boats. The breeze filled in from behind, helping them close the time gap and avoid the painful drifting conditions.

“The wind gods were with us,” Mendelsohn said. “There were times the wind speed and angles were

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Fort Lauderdale to Key West Race

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perfect for us, and if it would have been 25 knots, we'd have done even better."

Mendelsohn won this race in 2000 when the turnout was slim and the number of finishers were slimmer due to drifting conditions early in the race. This year was no "gimmie" with the multi-hull fleet at its largest numbers possibly in the history of the event and the level of competition was high.

Don Balthausen is a former Formula 40 racer and his Catana 58 Double Trouble was leading his division on corrected time until Catnip finished.

Not to be overshadowed by the rock star sailors and rock star boats should be the performance by Mike Dressell's F-31R Gray Mare. Not only did they win their division which included Patriot, Zephyr, and the other rocketship multihulls, they did it with a chartered boat and almost beat the brand new, faster-rated, Corsair 31 One-design Lei Loe over the finish line.

Agonizing in the wind hole near the finish line (in part created by the cruise ships parked at the quay), Gray Mare and Lei Loe drifted south while trying to point and sail north. HL Enloe's just-launched Lei Loe edged across with a two-second margin but dropped to second in division and fourth overall in the multihulls on corrected time.

Rating boats as different as Patriot, Zephyr, and Catnip... particularly when there are no "sisterships" racing to compare, is no easy task. Dave Calvert, who serves on the Multihull Association of South Florida (MASF)

ratings board, said the numbers for Patriot and Zephyr are "an educated guess. If it doesn't work, we try to fix it for the next race." And this year's race confirmed that you don't have to have a full-blown racer to be competitive. "We need to encourage, for the sake of the sport, more cruising boats in these events. It's good for everyone; sailmakers, sailors, yacht clubs, everyone," Mendelsohn said.

His crew included Clarke Blacker, Sackville Currie, and Gary Lenertz. Blacker, as navigator, was honored with the Northrup & Johnson Navigator Trophy for the first PHRF boat to finish on corrected time.

An expanded story on this race will appear in Multihulls Magazine later this year.



FOMA members with January birthdays have a get together to demonstrate an unusual taste in hats.

FOMA Dues

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

We must receive your renewal by March 20th 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 new 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

**Meeting Date Changed - See Page
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FOMA
PO Box 13293
St. Petersburg, FL 33733