



# masf

Multihull Association of South Florida

Volume 15

Number 1

February 2004

## Catnip Sweeps 2004 Key West Race with 1st Place Overall Corrected Time Finish!

by Clarke Blacker, masf Rating Committee

In an unexpected upset, **masf** member Victor Mendelsohn's *Catnip*, a Seawind 1000XL (extended to 36'), won the 2004 Fort Lauderdale to Key West race. Victor and his crew won both 1st Place in the Cruising class and 1st Place Overall in Multihull Fleet for the *Douglas Merrill Memorial Trophy* (one of two perpetual trophies recently donated to multihulls by the Lauderdale Yacht Club), but also the coveted Sponsor's Trophy Overall Performance Trophy for finishing 1st Place Overall with a corrected time of 12 hours, 10 minutes and 9 seconds.

The team's navigator Clarke Blacker received the second of the two newly donated perpetual trophies, the Southern Boating Trophy for 1st Overall Multihull Navigator.

No one could have been more shocked than Victor was when he was told of the final results. There had been near-perfect race conditions for a catamaran. With largely moderate 8 to 20-knot winds mostly on or just forward of the beam, Victor's new spinnaker was put to good use. This despite the fact that we had tested it only once before on the previous weekend in 20+-knot winds. We learned a lot about how it handled and how far forward we could take the apparent wind in the more moderate conditions.

*Catnip* performed flawlessly, and the final result is a testament to Victor's tenacity and to his willingness to keep incrementally upgrading the sails and hardware on the boat. At 9 years old, *Catnip* was not only the first Seawind 1000 sold in this country, but also the first to be extended to 36' by Tom Mestrits, and Victor has continued to make small improvements all along.

This is a great example that given the proper conditions, even a cruising boat can compete with the best boats and skippers. This was Victor's sixth Key West Race with *Catnip* and a better or

more satisfying result cannot be imagined. We at **masf** want to take this opportunity to encourage all sailors, both cruisers and racers, to go out there and have fun. You might surprise yourself!



L to R: Gary Lennertz, Victor Mendelsohn, Sackville Currie, and Clarke Blacker.

### 2004 Fort Lauderdale To Key West Race Official Results

Multihull Class A		Course Length: 160.0 Miles							
Sail No	Yacht Name	Skipper	Rating	Finish D:HR:MN:SC	Time-All Secs	Corrected Time HR-MN-SC	Finish Class	Finish Fleet	
27060	<i>Gray Mare</i>	M. Dressell	-42	1: 6:36:13	17280	12-33-13	1	2	
27030	<i>Lei Loe</i>	H.L. Enloe	-45	1: 6:36:11	16800	12-41-11	2	4	
1	<i>Green Flash</i>	D. Calvert	-21	1: 8: 8:56	20640	13- 9-56	3	7	
50152	<i>Andiamo</i>	P. Harvey	6	1: 9:35:42	24960	13-24-42	4	9	
196	<i>Tempest</i>	Bry-Brown	-21	1: 8:30: 2	20640	13-31- 2	5	10	
11	<i>Zephyr</i>	D. Zelinsky	-115	1: 5:41:48	5600	14-53-28	6	12	
51	<i>Patriot</i>	M. Rush	-150	1: 7:13:39	0	17-58-39	7	14	
93286	<i>Alacritty</i>	Rex Conn	-75	DNF			DNF	DNF	

Multihull Class B		Course Length: 160.0 Miles							
Sail No	Yacht Name	Skipper	Rating	Finish D:HR:MN:SC	Time-All Secs	Corrected Time HR-MN-SC	Finish Class	Finish Fleet	
1007	<i>Catnip</i>	V. Mendelson	118	1:13:19:49	42880	12-10-09	1	1	
7	<i>Double Trouble</i>	D. Balthaser	55	1:10:57:20	32800	12-35-40	2	3	
175	<i>Medicine Man</i>	Bob Lane	21	1: 9:37: 5	27360	12-46- 5	3	5	
161	<i>Man O' War</i>	Joe Rome	21	1: 9:55:23	27360	13- 4-23	4	6	
64	<i>Fight Simulator</i>	Tom Reese	21	1:10: 8:24	27360	13-17-24	5	8	
186	<i>Unavailable</i>	Michaelson	42	1:12:36:39	30720	14-49-39	6	11	
118	<i>Overdo</i>	J. Novak	21	1:11:52:15	27360	15- 1-15	7	13	



# A Bird's-Eye View from Skeeter

by Vicky Bowles

L to R:  
Vicky Bowles, Tom Mestrits, and  
Dennis Finkhouse.



When the record-size class of multihulls – 15 strong! – started the January 2004 Fort Lauderdale to Key West Race, I was lucky enough to have a stunning bird's-eye view of the first leg of this tradition-laden event.

Dennis Finkhouse and I joined designer/builder/skipper Tom Mestrits aboard his revolutionary 36-foot cat *Skeeter* for a cruise up from the Miami Yacht Club to offshore of Port Everglades in Fort Lauderdale on a warm, sunny, mildly breezy Wednesday morning. Although Tom hasn't installed *Skeeter's* mast yet, his twin 30-hp outboards provided a swift, smooth ride.

Winds of just under 10 knots and relatively flat seas enabled the 15 cats and tris to mill about (a nice contrast to some years when there's literally no wind on race day) until their 1:15 p.m. start.

The first multi we came upon was Rex Conn's 50-foot Newick tri *Alacrity*, an extraordinarily graceful boat that swooped past us like a giant sea bird. Sadly, *Alacrity* would suffer a mast failure four hours into the race and not finish, but as Celeste Conn told me later in Key West, at least they weren't home in Maryland where it was just 6 degrees!

Next we saw *Zephyr*, Duane Zelinsky's Antrim 40 tri that would ultimately prove to be the quickest multihull to Key West (on uncorrected time), finishing second only to the massive 75-foot monohull *Titan*.

Then, cue the theme from *Jaws* – duh-dum, duh-dum – we spotted the biggest multihull ever seen in this race: 76-foot *Patriot* (previously named *Double Bullet*), owned by Mike Rush, an ex-monohuller converted to speedy sailing. *Patriot's* boom wasn't completed in time for this race, so this was basically an exhibition sail, but it's good to see such an impressive boat come to the party even if it's not fully competitive yet.

The multihull field was filled out by Don Balthaser's 58-foot Catana cat *Double Trouble*, Dave Calvert's Osbourne 42 *Green Flash*, Victor Mendelsohn's Seawind 36 *Catnip*, and a most impressive showing of F boats: four F-31s, four F-28s and an F-27.

After a good, clean start, *Skeeter* sprinted south to watch the action as the multis bore down on us. And action there was.

We had a front-row seat to two thrilling duels during that first leg: First between *Zephyr* and Michael Dressell's F-31 *Gray Mare*, then between *Gray Mare* and another F-31, H.L. Enloe's *Lei Loe*.

We'd watch *Zephyr* and *Gray Mare* dip to within mere feet of each other, seeking the advantage, then one boat would catch the wind and leap away for a moment, only to be caught again. Finally, after what felt like a long time but may only have been five or ten minutes, *Zephyr* pulled ahead. Then *Lei Loe* caught up to *Gray Mare* and they engaged in the same kind of daring duel.

My congratulations to the skippers and crews of these three boats; they gave us quite a show of talent and tactics.

You haven't lived 'til you've seen a big trimaran surge past with its windward ama high, and lots of daylight showing under the first 6 or 8 feet of the central hull. And witnessing the bursts of acceleration from these champs was a revelation.

I've been sailing multihulls for 20 years, and I know what it feels like to be on a boat that suddenly picks up 5 knots or more, but to see it happening brings a whole new perspective. When you're sailing yourself, you're just too busy to have the luxury of really observing what another boat is doing.

We planted *Skeeter* off the Miami Sea buoy to watch the first rounding of the race. The monohull *Titan* was first to pass, followed in just a few minutes by *Zephyr*, then *Lei Loe* and *Gray Mare* (or *Gray Mare* may have been ahead at that point; they were very close), then a parade of multis in quick succession. As I recall, the first eight or so boats passed the mark within about 15 minutes of the leader, and *Catnip*, the last of the multis, was past in about a half-hour.

As the sun was getting low, Tom pointed *Skeeter* back to the Miami Yacht Club. We all felt privileged to have had such a unique perspective of these beautiful boats and talented skippers in action.

Hope to see you all – and even more boats – next year.

# Key West Race Highlights



*Clockwise from top left: Don Balthaser's Catana 58' Double Trouble; Catnip is dwarfed by Patriot at the dock in Key West; Mike Rush's Patriot; Andiamo and Alacrity duel before the start in Fort Lauderdale.*

*Center: Alacrity*



and now on a cruising note . . .

## Paul Chudnow Delivers his New MaineCat 30'

masf member Dr. Paul Chudnow and his wife Phyllis (at right) recently picked up their new MaineCat 30' at the factory. Here are a few pictures that he had posted on the web. You can see them all at the following URL:

<http://picturecenter.kodak.com/share?invite=aEfr4u8Nkk8rj5iYk0zk>



*Clockwise from top left: Atlantic Yacht Basin, Chesapeake, Virginia; Berthed under bridge at Holden Beach, North Carolina; Cambridge to Solomon's, South Carolina Lighthouse; Paul at Killkenney Marina; Inside a Canal Lock; Paul & Phyllis at Bellhaven at River Forest Manor; a backyard mileage sign, another South Carolina Boating Community.*

# Research Help Needed

A startling revelation from the latest IBEX seminar on lightning. Catamarans appear to be getting hit by lightning at almost twice (double) the rate of monohulls! This is a dramatic change in events from the initial catamaran introductory period during the 1960s and 70s, when one of their major selling points was that they got hit less (documented) than monohull sailboats.

It is my professional opinion that the reasons for this debacle have to do with our standards-setting agencies marching off in the wrong direction in relation to requirements for bonding, grounding and co-mingling the differing electric and electronic systems on our vessels. I am trying to do enough research to promote the agencies to review their recommendations with a more realistic eye to the actual conditions of vessel use, rather than abstract theoretical calculations.

Please fill out the following questionnaire and return it to me by email, fax or snail-mail regarding your experience or knowledge of vessels hit by lightning or suffering unusual galvanic corrosion.

We must act to protect ourselves before insurance companies begin hiking the rates on our catamarans based on problems created by regulations that are unworkable and beyond our control.

All the information requested is very important, because it is my observation in over 25 years of surveying that the better a boat is grounded, the more likely it is to be struck, and that many of the *safety* precautions actually create more hazard than they eliminate, which culminates in: *If you haven't got it, it can't break.*

Have passport, will travel!  
 Charles E. Kanter, AMS  
[www.sailcopress.com](http://www.sailcopress.com)

and while we're on that note . . .

## Even Lightning is Attracted to Multihulls

By Bob Hica

*Everybody talks about the weather but does not do anything about it* (Except move down south). Many boaters do not realize that Florida, especially the west coast, is one of heaviest lightning strike areas in the U.S..

At the Ibex Show in October an insurance representative for Boat/US, Bob Adriance, showed a recent probability study to determine the type vessels that would be most likely to be hit by lightning. The top types were:

Hull Type	Probability
Multihull	.1.205%
Aux Sail	.0.540%
Trawler	.0.242%
Cruiser	.0.095%
Sail	.0.081%
Bass	.0.027%
Runabout	.0.013%
PWC	.0.009%
Pontoon	.0.005%

Surprisingly, the multihull sailboats had the probability of being hit by lightning almost two and a half times more than a monohull sailboat. No one at the seminar could explain the difference.

Statistics like this cause insurance companies to review policies and rates.

If you have any ideas or information on why multihulls have such a major difference, contact us at [bobhica@att.net](mailto:bobhica@att.net) and we will pass on your ideas.

*There are lies, damned lies and statistics.* — Mark Twain

*Ed. Note: This story was reprinted from the December 2003 edition of Tradewinds with the permission of the author, Bob Hica (also sometimes known as Mike Breshner, masf member and past speaker).*

***It is not necessary to fill the form as is, just list the pertinent items with answers.***

Make, year and length of Vessel \_\_\_\_\_

Engines? \_\_\_\_\_ Raw water cooled? \_\_\_\_\_

Fresh Water cooled? \_\_\_\_\_ Outboard? \_\_\_\_\_

Sail drives? \_\_\_\_\_ Straight drive? \_\_\_\_\_ Sonic drive? \_\_\_\_\_ "V" drive? \_\_\_\_\_

If straight drive or "V" drive does it have a Drivesaver on the shaft? \_\_\_\_\_

Generator? \_\_\_\_\_ Inverter? \_\_\_\_\_ Green wire connected to 12 Volt ground? \_\_\_\_\_

Is vessel bonded? \_\_\_\_\_ SSB or HAM radio? \_\_\_\_\_

If yes, RF ground connected to DC ground? \_\_\_\_\_

Type of thru-hulls, Bronze? \_\_\_\_\_ Marelon? \_\_\_\_\_ Other? \_\_\_\_\_

Location of vessel when struck? \_\_\_\_\_ In marina? \_\_\_\_\_ Underway? \_\_\_\_\_

If in Marina, name of marina? \_\_\_\_\_

Was vessel plugged into shore power when struck? \_\_\_\_\_

**Please Return to:**

Charles E. Kanter, AMS  
 234 49th Street, Ocean  
 Marathon, FL 33050  
 FAX: 305-743-0626  
 email: [yachtsurvey@bellsouth.net](mailto:yachtsurvey@bellsouth.net)



# masf meetings/ minutes

**Jack Spoering**  
Recording Secretary



## masf Board Meeting January 21, 2004

Meeting called to order by Commodore Tullberg

Treasurers Report – **masf** currently has 37 paid members, Xmas Party costs – \$340.00 - \$400.00

Race committee Report – Clarke Blacker reported that under PHRF rules, Victor Mendelsohn won the Ft Lauderdale – Key West Race. *Catnip* and crew beat all the multihulls and all but the largest monohulls on corrected time

Open Discussion – *Why aren't more multihull cruisers taking part in races.* Some thoughts – Cost (fees), lack of updated sails, lack of racing experience, lack of actual help from current racing **masf** members on what's needed or who to contact.

Tom Mestrits announced that the 45-mile straight line Miami-Key Largo race will be held in mid-April. Exact dates and starting times to be announced. The new Jack Schuh Trophy is to be awarded.

Tornado class trials will be held at the MYC January 27-30. Tom Mestrits will be using his boat as the windward mark and volunteers will be needed to assist.

**masf** banner is to be used at the Miami Boat Show to be held in mid February. Current thought is to exhibit our banner at Chuck Kanter's book sales booth, where **masf** board members will be assisting.

Commodore closed meeting at 8:45.

## And Advertisers . . .

### Stretch Your Seawind 1000 to an 1100XL!



- Increases Value of the Boat
- Increases Performance under Power and Sail
- Better Motion, Less Rocking
- Safer and More Practical Rear Boarding Platform
- Sealed Buoyancy Chamber Prevents Stern Sinking
- Improves Appearance

**Only \$4950!** *plus crating and freight*

*For more information call:*  
Thomas Mestrits 305-238-0508  
email: CaptTomMes@aol.com

1/6

1/6



**Calvert Sails**  
*FIRST when seconds count!*  
Calvert Sails launches new Web site: [www.calvertsails.com](http://www.calvertsails.com) to better serve our customers  
*Multihull sails for racers and cruisers*

**Calvert Sails Multihull Specialists**  
*Tough, fast sails.*  
T: 305-664-8056  
F: 305-664-5524  
200 Industrial Dr.  
PO Box 1062  
Islamorada  
FL 33036

1/6



**Maine Cat is Proud to Announce the  
Maine Cat 41  
Performance Cruiser**

Call for more information or visit us on the web at [www.mecat.com](http://www.mecat.com)

P.O. Box 205 • Bremen, ME 04551 • 207-529-6500

## masf Board Contacts:

Position	Name	Telephone	Fax	Email
Commodore	Eric Tullberg	305-255-2594	N/A	ebtullberg@aol.com
Vice Commodore	John Van Leer	305-758-2750	N/A	jvanleer@rsmas.miami.edu
Treasurer	Tom Mestrits	305-238-0508	305-232-7065	capttommes@aol.com
Secretary	Jack Spoering	954-563-9583	none	johnspoering@aol.com
Programs	Walter Steinhard	305-932-6196	305-932-1160	none
Board of Directors Ratings Committee, Newsletter, & Membership	Clarke Blacker	561-310-7394	call first	clarke@clarkeblacker.com
Board of Directors	Jack Norris	305-712- 4665	305-948-5638	none
Board of Directors	Victor Mendelson	305-232-2815	305-251-5841	catnip3108@aol.com
Im. Past Commodore	Dennis Finkhouse	305-891-4210	none	none
Webmaster	Jamie Titcomb	561-966-3194	561-965-4881	jamie@tit.com

Clip this coupon below and mail your membership to: **masf** c/o Clarke Blacker, P.O. Box 3365, Lantana, FL 33465-3365.

### For all the Latest in Multihull News & Events in South Florida . . . Join masf Today!

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Occupation \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

Office Phone \_\_\_\_\_ Fax \_\_\_\_\_

Email Address \_\_\_\_\_

Boat Owner:  Yes  No  Current  Past  Catamaran  Trimaran  Other \_\_\_\_\_

Boat Design \_\_\_\_\_ Boat Name \_\_\_\_\_

Comments \_\_\_\_\_

My interests are:  Racing  Cruising  Weekend Rendezvous  Boat Designs  Boat Building  Diving  
 Computers  Photography  Ratings Committee  Publicity  Fund Raising

Enclosed find my check for:  \$35 Florida Residents Voting Membership with Newsletter Subscription

\$25 Newsletter Only Membership\* (intended for those who live out of South Florida area)

\* The **masf** Newsletter is generally mailed 6 times per year.

## Have You Joined masf Yet?

Network with multihull enthusiasts! We meet at the Miami Yacht Club on Watson Island.

Swap stories . . .  
Hear informative presentations . . .  
Meet the Pros . . .  
Check out what's new in Multihulls . . .  
Have fun . . .  
Get the latest Racing Information . . .  
Learn the Best Cruising Spots . . .  
Make a friend . . .  
Bring a Friend!

Meetings include "how to's" and local knowledge.

## Membership:

Become a **masf** member Today! Dues are just \$35 per year singles/couples for full membership privileges. Out of state or Newsletter Only members - just \$25 per year. Either level gets you a subscription to the best newsletter about multis around! Complete and send the membership application inside, or contact us from the website for more information.

## Meetings:

**masf** meetings are on the first Wednesday of each month. For more information look for the "Blue Postcard" mailed to members, or visit [www.masf-multihulls.com](http://www.masf-multihulls.com) for latest updates. Meetings are held at Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL

## www.bbyra.net

Biscayne Bay Yacht Racing Association (BBYRA) is composed of five yacht clubs in the Biscayne Bay area. A monthly racing series is run by these clubs. In the cruising event, multihulls are invited but must have 5 boats for the class. All subject to change. See the above website for updated information and links.

## Newsletter:

Please send any multihull sailing, racing, or cruising related information to Clarke Blacker at [clarke@clarkeblacker.com](mailto:clarke@clarkeblacker.com) for the newsletter and or website. Notify us before sending large document/image files for special instructions. Please email race & calendar submissions to

[jamie@tit.com](mailto:jamie@tit.com) for inclusion on the **masf** website and or future newsletters.

## Directions to masf:

Take I-395 East (MacArthur Causeway) over the bridge and keep right to the FIRST RIGHT EXIT. Follow the service road around under the bridge, then take the first left road into M.Y.C. grounds as usual. Watch for signs and beware of area construction. Lost? Call MYC @ (305)-377-9877 Days or (305) 391-0703 Eves.

## masf Web Site Moves!

Jamie Titcomb has obtained the new domain: [www.masf-multihulls.com](http://www.masf-multihulls.com) and Clarke Blacker has donated the server space to host it. Over the next few months Jamie and Clarke will be giving our site a shiny new look. Visit the **masf** website for the latest links to your favorite sailing sites, races and marine companies. Don't forget, the new **masf** web site address is . . .

**[www.masf-multihulls.com](http://www.masf-multihulls.com)**

# masf

Multihull Association of South Florida  
P.O. Box 3365

Lantana, FL 33465-3365 USA

Address Correction Requested

