



masf

Multihull Association of South Florida

Volume 14

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July 2003

On May 30, 2003 masf Lost an Old and Dear Friend, Jack Schuh



On May 30, 2003, past masf commodore and an old and very dear friend, Jack Schuh, died of complications resulting from a bicycle accident earlier that month. The following is a reprint of an article which appears on Mary Wells' Catamaran Sailor website. You may find the original article and pictures at the following URL:

http://www.catsailor.com/hall_fame/JackSchuh.htm

Jack Schuh has enjoyed a long and eventful career in sailing circles, and in particular his contributions to the growth and popularity of the sport catamaran have been considerable.

He discovered his lifelong passion for sailing in his youth on the Great South Bay, out of Sayville, Long Island, New York. His very first win, which whetted his competitive drive, was on July 5, 1942, in a Barnagat Bay Sneak Box, which was a small gaff rigged cat boat, similar to a scow.

As a teenager, he successfully raced Snipes, Lightnings and local one-designs and despite his youth he was awarded the most prestigious sailing trophy on the South Shore, The Sacred Pants in 1944. He then went on to compete with the University of Miami's racing team on Biscayne Bay during the late '40s.

As it turned out, Miami was the perfect place for a boating fanatic to settle, and he has made those his home waters

ever since. Jack has always contended that he has salt water in his veins, but in 1964, he truly discovered the love of his life — multihulls.

He bought a Shark catamaran and found the joy of (a 4 year time frame) racing the fastest one design sailboat in the world. He threw himself into organizing the Shark class and was the editor of the class newsletter. He was also the first class secretary and treasurer. During this time the Shark was absolutely the dominant one-design cat around the country and the racing scene quickly became very competitive.

Jack organized the first Shark Mid-Winter Nationals, which was created for those hardy, racing incorrigibles who could take a break and compete in the finest racing in Florida during the winter months. During the 70s, the Mid-Winters became very popular — one regatta had 28 Sharks competing.

The first time Jack and his long time crew and wife, Lou, won the Mid-Winters was in 1970. Jack created an outstanding trophy for this event which has the full jaws of an 450-pound Bull Shark mounted prominently on a beautifully finished piece of wood. This beautiful trophy had been on display in family rooms and yacht club trophy cases all over the country and remains in circulation today.

Jack continued to race Sharks for many

years and still can easily be persuaded to helm one for racing chums.

He then became very active in Tornado catamaran racing circles and campaigned his Tornado "No Guts, No Glory" in both the 1976 and 1980 Olympic trials. He has often said that the Tornado was the most humbling boat he ever skippered, as the quick responses left no room for error.

During a local television filming session, while flying a hull over the top of the television crew boat, one small fluke in the wind, and bang, he laid the Tornado right down, full square on top of the TV crew's power boat. The boards hung on the power boat rails, and chaos ensued (thankfully, no injuries), which certainly didn't stop the filming. As could be expected, the film clip certainly made the blooper circuit!

Jack's devotion and service to multihull racing is legendary in the Biscayne Bay area. From his earliest demands to allow Sharks into local racing circuits to his current ownership of a Seawind 1000, he has never faltered in his drive to educate and to promote the joys of owning and racing multihulls.

He was instrumental in the organization of the Multihull Association of South Florida (**masf**). He also helped open the way for multihulls to compete in the Ft. Lauderdale to Key West race and other

continued on page 2



Jack Schuh continued



ocean going races. Particularly in the early years, there was little understanding or acceptance on local racing circuits for those go-go multihull guys who finished the races too quickly and always seemed two legs, and one party, ahead of the prevailing monohull guys.

Jack persisted, sailing, working, and promoting as cats became increasingly popular, his efforts paid off, and they began to be taken seriously.

Jack has been a member of the Miami Yacht Club since 1969 and has served as head of every committee and held every flag office available. He was commodore in 1981 and, in 2001, in acknowledgment of his lifetime service, became an Honorary Life Member of the club, a signal honor which has only been awarded 13 times in the club's 75-year history. He remains involved in the club, and can be found there most days.

Jack's Big Boat was a Stiletto 30 Named *Second Wind*

In addition to his longstanding love affair with smaller racing cats, Jack has owned, raced, and blue water cruised a Stiletto 30, the *Second Wind*, for 19 years. He has competed in SORC and has won numerous races both in Biscayne Bay and off shore over the years. He has competed in the Miami to Key Largo race for 35 years, and with one exception of a boat failure in the middle '70s, and flipping the Stiletto in the '90s, has always finished that race,

Above Left: Jack on the Helm and wife and crew of 50 years, Lou, trapeze on Biscayne Bay on the their Shark Catamaran.

Above Right: Jack and Lou.

despite wind, no wind, rain, blazing sun, grounding in the flats and all the other routine hazards the Keys produce. He won with *Second Wind* in both '01 and '02.

Jack has been married to his wife Lou for 49 years and hope to celebrate their 50th in '03. Lou was his first Shark crew and also competed herself as a finalist two times in the Adams Cup for women champions in the late '60s, they are truly a sailing couple. Jack is also active in volunteer work supporting Interplast, a group of doctors and nurses who donate their time and talent to perform plastic reconstruction surgery on children in Third World countries. His activities with them include acting as a translator and medical secretary supporting teams of doctors working with children in South America.



Above: A younger Jack Schuh.

Overall, Jack's love of sailing competition allowed him to recognize very early on the potential of the one-design racing cat, and he has been a tireless supporter and promoter of the multihull ever since. Many a sailor in sunny south Florida has called upon his expertise and guidance, and he strongly feels that the people he has met over the years in the sailing and racing circles have been truly the salt of the earth.

In May of 2003 Jack fell in a bicycle acci-

dent and suffered severe spinal injuries. He never recovered and passed away on May 30, 2003. He will be missed by us all.

There are more pictures of Jack on the next page.

Jack Schuh cont.



This skinny guy on the front of the boat is Jack Schuh in 1942 sailing in New York.



Left to right: Lou and Jack Schuh, being presented the Shark Jaws for the Midwinter Nationals by Class President Al Perrin.

Insider's Guide to Buying Catamarans . . . continued

This is a continuation of the Insider's Guide to Buying Catamarans which appeared in the last issue of the masf newsletter. For more information, you may contact Staley Weidman III at the following:

The Catamaran Company & Esserman
staley@catamaranco.com
Yacht Sales - www.catamaranco.com
866-256-4387 Toll Free
954-457-1878 Phone
954-494-7569 Cell
954-457-1898 Fax
9544947569@mobile.att.net
Mobile Messaging Email

mally from your lender is due. You may also want to make an appointment to charter from *The Catamaran Company* base in the BVI or see the new yacht of your dreams. *The Catamaran Company* has new yachts on display at the major in-water sailboat shows and in inventory at Harbor Islands Marina in Ft. Lauderdale, FL.

New Yacht Buying Tips:

Ask your dealer if there are any special discounts. Often boat show specials will be available before shows but not after. Ask specifically if the builder has any unsold inventory or production slots. Ask if the dealer has any inventory they would **really** like to sell. Mention that you would be agreeable to have your yacht displayed at any up-coming boat shows. Often this opportunity will enable a new owner to enjoy their yacht in New England for the summer before their yacht starts chartering in the Caribbean.

Pre-Owned Catamarans:

Because of the relatively high demand for cruising catamarans you will find the resale value of catamarans relatively higher than that of monohulls.

As with planning to own a new yacht you will first want to define for yourself the size yacht you want, number of cabins, your sailing plans, and budget. Be realistic, you won't find a near new 50 ft. catamaran selling for \$100K. Talk to your broker and ask what the selling prices have been running.

I recommend not buying "backyard projects" or most "custom" catamarans. I have heard hundreds of times, "This custom cat is built differently! It really is top-quality, etc, etc." and every time we went to survey we found some large hidden defects. Even if a "custom" cat passes survey you may not find out about the defects until it is too late because some surveyors are even fooled. Don't get tempted by the relatively low prices these are offered at. You may end up with something you can never sell. Stick

Continued on next page.

Part II

What to Do with Your Old Boat?

In many cases we encounter sailors' who own monohulls and have decided to improve their sailing lifestyle by trading up to a catamaran. *The Catamaran Company*, in some cases, will accept your boat in on trade for a new yacht. *The Catamaran Company* owns a monohull dealership in Florida that is our facility for liquidating trade-ins. www.essermanyachtsales.com

New Catamarans: When to Make a Buying Decision

What is your time frame? Because of the popularity of catamarans often the builders are running about 6 months to 1 year out in production availability and delivery can range anywhere from 1 to 2 months.

Tip. Plan ahead and start checking availability now.

The final step is to talk with a *Catamaran Company* yacht broker about what will suit your needs best. Do some research and check for reviews. www.catamarans.com Request detailed specifications and brochures. Choose options and upgrades and review a purchase agreement. To confirm your order and reserve a hull, expect a deposit of 10%, then 90 days before closing 15% is due, and at closing your final payment nor-

**masf has a new address
on the web!
Look for us at**

www.masf-multihulls.com

**For now you can still
find us at
www.tit.com/masf**



Insider's Guide continued

with well-known production yachts. You should look for and acquire models that are in demand and that hold their values well. Ask your broker what these models are.

Tip: To check values of yachts and availability on the market go to www.bucnet.com, www.boattraderonline.com, or www.yachtworld.com. If you find a yacht listed you like, ask your broker what is the worst thing about this yacht. Armed with this insight there will be no surprises and your expectations will be realistic.

Tip: The demand for yachts. Yacht sales have seasonal pricing tendencies. In relatively "thin" markets like the catamaran market, it is possible to see huge swings in prices in just 6 months' time. I have seen incredible price changes from year to year and I think understanding this factor alone can save you many thousands of dollars and make this guide worth its weight in gold for you. Consider this: every year, most buyers of cats are buying for the winter "high season" in the Caribbean. They generally start their shopping in late August and this buying activity ends in December. The lowest priced/best deals sell first and the highest priced "worst deals" occur later on... Every year, the highest prices for a given model are usually seen in December or perhaps January.

The supply of yachts — On the other hand, most charter yachts finish their programs on May 1st of each year and are phased out at that time. Also, many non-charter yachts finish their winter cruises and the owners decide to sell them at this same time. These yachts are mainly berthed in the summer hurricane zone and many owners are under-insured or concerned about paying for hurricane preparation and dread owning the boat during this period. Other owners (like travel agencies and charter companies) who are not attached to their yachts like most individuals start "blowing the boats out" at relatively cheap prices immediately after the income stops (May). Prices usually hit bottom around July of each year. There are speculators who buy yachts now and hold them until later in the year. So, you have to be ready to beat these guys at their own game. See your broker about how to do this. Just to illustrate how powerful this trend is, I will list some cat

models and prices I saw trading. I picked boats that were most alike in condition and equipment. In some cases these were boats that I resold for speculators.

Lagoon 37 sold for \$94,000 in June, resold for \$145,000 in December

Privilege 482 sold for \$222,000 in July, resold for \$292,000 next January

Lagoon 42 sold for \$121,000 in summer. Another identical 42 sold for \$187,000 in November.

Lagoon 55 sold for \$365,000 in June. Resold in November for \$425,000.

"The names have been withheld to protect the ignorant"...

Please note that price swings are not necessarily this wide every year. Also, another factor comes into play which amplifies these seasonal price trends...

Tip: The "Flooding the Market"

Factor: Certain very large charter companies own their own boats and they have regular "phase outs" every year. Most of the time, this happens after 5 years of charter. The charter companies, European tax shelter partnerships and travel agencies **have to sell these boats** to keep their inventories "fresh" and as new as possible and for other compelling reasons. The charter companies in particular depend on new boat sales to fund their money-losing operations (charter). These types of motivated sellers are what I call "absolutely unemotional realists" who ask me questions like, "What will it take to get this sold in 45 days, no excuses!!!" They can be a source of relatively inexpensive yachts. Contrast these owners with the typical "private" American or Canadian owner who tries to squeeze every penny out of their boat sale. Putting "conditional differences" between boats aside, which type of seller would you like to deal with?

In 1998 and 1999 there were large amounts of 1993-94 Lagoon 37s and Lagoon 42s phasing out of charter. In one summer, 12 37s hit the market all at once.

Sellers that "had to get out" were taking \$90K-\$115K for their boats that summer. Later, after most of those boats were sold, some of those same boats

were re-sold for up to \$145,000. This phenomenon occurs regularly, so ask your broker what models are hitting the market next summer and what is left over from the previous season.

Now talk with a Catamaran Company broker and ask them to send you the latest list of catamarans on the market. Be clear with your broker about your needs. The more you tell them about how the yacht will be used, the more the broker can help guide you to the "right" boat. Often brokers in our network know of catamaran owners who are planning to trade up to a newer or larger catamaran who would be interested in selling their yacht but, have not gotten around to listing it yet.

Tip. Don't be afraid of high asking prices. Often these sellers have had little interest in their yachts and they have been on the market for some time. Why not make an offer? You have nothing to lose and you might be able to "steal" that yacht you have been dreaming about.

How to Present an Offer on a Pre-Owned Yacht.

Ask your broker to first send you a blank copy of a Purchase and Sale agreement to review. Consult with your broker about what they feel is a fair starting amount to offer. You can present an offer with a 10 % **refundable** deposit that is held in escrow. Next think about what date you need to hear back from the seller, the date by which you can sea trial and survey the yacht, and the date you will be ready to close (have all the funds ready).

Tip. If the yacht you are planning to make an offer on requires you to travel to see, it is smart to get your offer accepted first, contingent on your personal inspection. If you go to see this yacht and don't like it, your deposit is completely refundable. However, if you like what you see, while you are there you can make good use of your time by moving forward with your sea trial and survey. Be advised that no sea trials or surveys can commence until a deposit has been cleared into the escrow account, so this should be arranged in advance. This will save you from traveling to see a yacht you can't buy or has been sold before you get there. Your acceptance date is the date you agree have the sea trial and survey completed and you feel confident your finances are in order.

Seller pays the cost of the sea trial and you pay the haul out/survey cost. Your broker can send you a list of recommended surveyors and arrange the haul out for you. Generally this can all happen in one day. At closing the final funds will transfer to the seller and the seller will transfer a clear title and documentation. This can happen through the mail with your broker handling the transaction. Before closing you will need insurance and a place organized to keep your yacht. Your broker can help make these arrangements for you and even coordinate delivery if necessary.

Tip: If you require financing, then do not book a surveyor until you verify whether your lender requires a particular surveyor. In some cases, lenders specify that the surveyor must be a member of SAMS (Society of American Marine Surveyors) or NAMS.

You would not want to pay for a survey twice!

Plan Your Financing Ahead of Time.

Tip. Often a seller is more agreeable to accept a lower offer if your finances are arranged so you can close quickly with no financial approval contingencies. When the offer is presented, advise the seller that you are "pre-approved" so there will be no delays or reason to back out due to funding reasons.

Insurance

Remember prior to closing your lender will require that your yacht be insured. Find out specifically what coverage your lender will require and shop policies with the same coverage. This will make it easier to compare the value of the policies. If you are buying a pre-owned yacht, the lender will generally, depending on age of the yacht, require a survey and will base coverage on the value and replacement value reported on the survey. As a very general rule, the annual premium for "private use" coverage (vs. charter coverage) is 1.5% of the declared hull value. So, a \$100,000 yacht will cost \$1,500/year to cover for Florida-Bahamas use.

Tip: Most yacht policies are for an "agreed upon" value. That is, if there is a total loss, then you are paid the "agreed upon value" with no deductions. Beware

of the "actual cash value" policies wherein the underwriter can deduct substantially for depreciation and other reasons. Beware of "Exclusions" ("weasel clauses" that allow the insurer to disallow payment) and always buy an "All Risk" policy (vs. a "Named Peril" policy). Usually policies will allow you to legally "over-insure" the yacht by as much as 20% of the appraised value. If this is of interest to you, then the surveyor should be notified so his appraisal is done properly. See the broker about this matter.

Tip. Insurance rates will vary depending on use. If you plan on crossing the Atlantic in the distant future and/or possibly living on-board, don't tell your insurance company now, because your rates will reflect this additional coverage now... Wait until your plans are 100% confirmed. Often with a simple phone call, your insurer will make those changes for you just prior to your trip or lifestyle changes. You may owe an additional upcharge to cover the increased coverage.

Tip. Often an insurer that does not specialize in yachts will offer lower priced coverage with fewer restrictions. If you already have automobile or homeowner's coverage through Allstate or State Farm, then they can add your boat at a very low rate. The drawback to these insurers is that they generally do not offer navigation coverage outside of the U.S./Canada and the Bahamas and some of them have a large list of "Exclusions" or are "Actual Cash Value" policies.

After Hurricane Andrew devastated many yachts in Miami, I was surprised to see the Allstate adjusters walking the docks and writing settlement checks three days after the hurricane! Right there on the dock! No haggling, they just paid whatever the policy called for.

At the end of this guide you will find a list of insurance companies.

A website that offers some good information on yacht insurance is www.dhwilliams.com.

Dockage:

The best resource we have found to help you find a marina for your new catamaran is www.marinalife.com.

Great searchable fields and maps and charts to find these locations provided by Maptec. Also search region www.mpconline.com. In Florida you can try Dockfinders 954-786-0246 or the classified section of www.waterfront-news.com. Or ask your broker for assistance.

Tip: The cheapest docks in Florida are behind private homes and can range from \$250-600/month depending on proximity to the ocean. Because of zoning laws, living aboard is not allowed in these situations. These are just for storage.

Deliveries:

The Catamaran Company can help you arrange a delivery anywhere in the world.

Some ballpark rates you can expect are between Florida and BVI \$5,500, Florida and Northeast U.S. \$3-5,000, Europe and Florida \$12,000-\$15,000, Florida and West coast U.S. \$15,000-\$20,000. Ship deliveries are also available try; www.yachtpath.com or 866-SHIP-YPI.

Tip: Professional delivery companies usually try to charge at least \$3/mile plus a few variable expenses if the yacht is delivered on its own bottom. These can be negotiated down in some cases to \$2-2.50/mile if this is a "back-haul" for the delivery company. See your broker about helping to arrange this.

Taxes:

One of my favorite subjects!

Sales taxes are levied in the U.S. by the individual states. Each state is somewhat different in its approach to this subject. Whether you owe this tax has to do with **where the yacht is registered and where and how the yacht will be used**. Speak to Staley Weidman about this matter. He has attended every legal seminar and tax seminar for yachts ever held in Florida and stays up-to-date with all the nuances and changes in the tax code.

He can also give you a copy of the Florida Department of Revenue's summary on this subject.

Continued on next page.



Tip: The Florida Department of Revenue's booklet on Sales and Use Tax does not necessarily include all of the ways you can be exempt from tax, so be sure to consult your broker. He is there to assist you in every legal way.

Tip: Some yacht buyers who qualify will register their yachts in a tax-free state like Delaware in the name of a corporation. These cost around \$300 to form and around \$100/year to maintain. The yacht registration fee in Delaware is determined by size of vessel and is usually between \$50-90/year to renew. This is the most cost-effective registration. You may want to "Document" or Federally register your yacht if you are traveling outside the U.S. Ask your broker to explain the differences between Documentation and state registration. There is no sales tax or use tax in Delaware. There are five other U.S. states that do not tax yacht sales.

Tip. Offshore registration is another legal way to avoid paying sales/use taxes and U.S. Customs duties. However, you can expect to pay \$2,000 to \$5,000 to set up an offshore corporation. Many larger yachts prefer to register foreign flag. Some U.S. lenders are comfortable with yacht documented in "Red Ensign" countries. i.e. former British colonies like the BVI, Cayman Islands, Bahamas, and Barbados. For details contact David Sims at Beacon Capital Ltd. 284-494-8829 www.beaconsecurities.com.

Other lenders will insist upon U.S. Documentation. Check with your lender early on.

The drawback to offshore registration is that you will have to enter the U.S. once/year to renew a Cruising Permit in order to remain in U.S. waters. The other drawback is that the attorneys in

these offshore jurisdictions charge \$1,000-5,000/year to maintain the holding corporations. But you can usually achieve anonymity of ownership by using this strategy.

Tip: Concerning European VAT. If you are an EU citizen going back to Europe with a yacht, then contact Staley Weidman about a little-known way to legally avoid paying VAT. You must follow certain rules that include first leaving the EU for 6 months, but many cruisers can arrange this in order to save 13-17% VAT taxes. If you are a non-EU citizen going to Europe in a yacht, then you can usually get a cruising permit and remain there tax-free for up to six months. If you want to stay longer than six months, then talk to your broker about strategies to do so and remain "VAT-free."

Tax Benefits

If you live in the U.S. or most European countries, you can reduce your taxable income by writing off certain yacht ownership expenses. The most common U.S. tax benefit is to treat your yacht as a second home, which is possible if you don't already have a second home and your primary residence is valued at less than \$1 Mil. This method will allow you to write off your interest expense on your loan. The other method is by actively managing your yacht in a charter business. Many travel agents do this. This method will allow you to write off your operating expenses as well as interest expense.

Tip: No matter how smart your personal accountant is, he probably has little experience in the caveats of tax laws in regard to yachts. Contact an expert. Mike Kimball, CPA, has written several books on the subject 903-561-9555, www.yachtstaxadvisor.com For those of you attempting to avoid California use and sales tax, contact Associated Sales

Tax Consultants Incorporated 916-369-1200, www.astc.com.

U.S. Customs duty: Congress passed laws to help the domestic ship and yacht builders that call for a 1.5% duty on all hulls built outside the U.S. and brought here to be sold or used. This is on the "appraised value" of the yacht. There is a fee on top of this by the Customs Broker of .4% and a surveyor must be paid to write a letter confirming the appraised value. Surveyor's fees are usually \$100-300. Speak to your broker about the nuances of this law. So, if your situation calls for this tax to be paid, then plan on spending 2% of the appraised value to cover the "import duty" and guard this paperwork carefully. When you are ready to re-sell the yacht in the U.S., you will need this!

So What Will All This Cost?

In the box below you will find information that will give you a rough idea of what the expenses will be if you purchase a catamaran in most places in the world.

If you are new to sailing, check out where and when you can sail a monohull or catamaran at www.discoversailing.com.

Marine Lenders

Coastline Financial (Charter Yachts)

Monque Lequerique
954-346-5626 Ext. 205
954-444-6660 Cell
www.coastlinefinancial.com
mooe@aol.com

Scott Financial

Robert Allen
877-634-0777
954-260-6874 Cell
954-522-7070 Fax

Offshore

Michele Barron

Continued on next page.

Estimating Costs:

Expense Item	Pre-Owned	New
Sales Tax	0%-9% Depending on State	0%-9% Depending on State
Misc./ Wire Fees	\$100 +/-	\$100 +/-
Survey	\$14-\$18 per Ft.	N/A
Documentation	\$480-\$800	\$480
Importation Duty	Paid by seller if sold in U.S.	1.9% of Purchase Price
Insurance	1.5% of declared hull value	1.5% of declared hull value

800-443-8656
410-990-1123 Fax

Coastal Financial
Mark Delaney
757-491-6600
757-491-1122 Fax

Essex
Ellen Donovan
866-377-3948 Ext. 7012

954-253-3493
edonovan@essexcredit.com
www.essexcredit.com

Gulfstream
Noell Vawter
877-535-8516

have provided insurance for customers of The Esserman Yachting Group and its Associated Companies in the past in a satisfactory manner. We make no recommendations regarding any of these companies and they are listed in no particular order:

Insurance Companies

The following insurance companies

Company	Contact	Phone	Fax
D.H. Williams and Associates	David Williams	954-767-9500	954-767-9700
Allstate Lorie Jones	Karen Staruch	954-771-1155	954-771-8927
Hartge Insurance Associates	Todd Hartge	410-819-0699	
Jack Martin & Associates	Scott Stuscek	800-497-8101	410-626-9966
International Marine Insurance	Reese Scott	410-643-8330	410-643-8331
Royal Marine Insurance	Karen Knight	305-477-3755	305-477-3858

Like an Exploding Spinal Tap Drummer, masf Blows Up Another Newsletter Editor!

Yes, it's sad, but over the years **masf** has gone through newsletter editors like the fictional heavy metal band Spinal Tap goes through drummers. Fortunately we don't actually blow them up, they just take a leave of absence.

Jamie Titcomb finally cried "Uncle!" after valiantly trying to do too many things for too many years. For longer than we care to think, Jamie has managed the newsletter, the blue cards and the web site but it got to be too much for him so he's going to take a breather.

Our original newsletter editor, Clarke Blacker, has taken on the task of getting the newsletter back on schedule and will be looking for a computer-savvy person to take on the task full time in the future.

Because there has not been a newsletter since the Miami Boat Show in February, this issue is an expanded double issue, as you can see by the 16 pages here in your hand. Enjoy, we'll try to get you another one in September.

Outgoing Commodore's Final Report

by Dennis Finkhouse

Dear Members,

It's been an interesting, fun, and challenging past year. Our club membership is up compared to last year, and the talks are more interesting than ever, thanks to Walter's prowess. I would like to give thanks to the MASF board for solving a number of issues.

Special thanks to Clarke Blacker for his hard work on the ratings committee and his membership work. Thanks also to Jack Schuh for his many suggestions, and to Tom Mestrits for literally showing me the ropes of big cat sailing. Thanks to Don Seidler for keeping track of the club's finances, and for setting up & closing nearly every meeting. Thanks also to Jack Spoering for keeping unbelievably accurate meetings notes, and to John Van Leer for his professional advice, and "keeping house" in my absence. Final thanks to Jack Norris for helping with the raffle, and to Jamie Titcomb for all the many hours of work putting together a very informative newsletter.

In closing, I would like to wish our new Commodore Eric Tullberg, a very warm welcome aboard! He will find the job easier than expected because of this very helpful board.

Sincerely,

Dennis
Outgoing Commodore

Finkhouse



2003 masf Race / Raft Up was a Real Success!

The March 29, 2003 **masf** Race/Raft Up was a resounding success with many boats participating in the informal race to the Ragged Keys. Just as Commodore Dennis Finkhouse had predicted the wind came up out of nowhere just in time for the 10:30 start. A gaggle (or is that a murder) of Seawinds battled with the Tobago, though as you can see by these pictures, no one was working all that hard. All in all, a great time was had by all!



Catnip



Tom Mestrits



Steve Elliot



Commodore Dennis Finkhouse

2003 masf Raft-Up



Treasurer Don Seidler

Three Seawinds Windless . . .





Race / Raft Up continued

John and Pam's Dinghy



Catnip and Don Quixote at Rest



Walter Steinhard



John McKnight



John says these big cats are sure comfortable!



Catnip

Slowest Key Largo Race on Record

The 2003 Key Largo Race was a drifter that got the better of many sailors. And then it wasn't. For those with enough patience, the shortened finish was raced in winds approaching 20 knots. but many racers had already given up, turned their motors on and headed home or to the party.

Members rafted up that evening off Pumpkin Key, and all agreed that it was not their favorite Key Largo race, but then there's always next Year.

Below Victor Mendelson concentrates and crew Vicky Bowles gets some of her reading done while Don Quixote, Dawn, and a monohull ghost quietly along side-by-side after the start.



masf Cruising Class										
Skipper	Design	Yacht Name	LOA	MASF Rating	Finish	Corrected	Place Class	Overall Corrected	Overall Elapsed	Position Overall
Nitkin	Mainecat	<i>No Quarter</i>	30	120	17:10:45	9:10:45	1	7	7	55
Mestrits	Seawind	<i>Don Quixote</i>	30	111	17:26:46	9:26:46	2	8	8	60
Teloh	Seawind	<i>Ta Tanka</i>	30	117	17:44:03	9:44:03	3	10	10	70
Insana	Seawind	<i>Dawn</i>	30	114	DNF-W				7	
Mendelsohn	Seawind	<i>Catnip</i>	30	114	DNF-W				7	
Biro	Fontaine Pajot	<i>Nyango</i>	30	90	DNF-W				7	
Saylor	Mainecat	<i>Saylor's 3</i>	30	85	DNF-W				7	
masf Racing Class										
Johnson	Raider 30	<i>Team Raider</i>	30	-35	14:14:36	6:32:06	1	1	1	7
Pierce	Stiletto	<i>High Heels</i>	23	-35	15:13:30	7:31:00	2	2	2	24
Broad	Corsair	<i>Third Child</i>	27	48	16:08:46	7:44:46	3	3	4	43
Rome	Corsair	<i>Porn Star</i>	28	21	16:01:48	7:51:18	4	4	3	38
Lopez	Corsair	<i>I Fly</i>	24	75	16:50:27	8:12:57	5	5	6	53
Schuh	Corsair	<i>Lucky Star</i>	31	-21	16:16:24	8:26:54	6	6	5	44
Corson	Conser	<i>Lobster King</i>	29	0	17:40:57	9:40:57	7	9	9	65
Rojas	Stiletto	<i>Da Funk</i>	23	-25	18:07:59	10:20:29	8	11	11	77
Onsgard	Corsair	<i>Bobsled</i>	27	48	DNF					
Flanagan	Corsair	<i>Sea Ya</i>	F28	30	DNF					



masf meetings/minutes

Jack Spoering, Recording Secretary

MASF Minutes

General Meeting March 5, 2003

Commodore Dennis Finkhouse called the meeting to order at 8 PM.

The Pledge was followed by the introduction of all members and guests.

Commodore made the following announcements:

The Key Largo Race is scheduled to take place in April, looking forward to a large Multihull turnout.

MASF race and raft-up is scheduled for March 29th.

The start is west of Key Biscayne at 10 AM informally racing to the Lee of Ragged Keys (just East of the Feather Beds (check your charts).

Returning to the USA? You must check-in Call 800-432-1216 for more information.

Next Board meeting is March 19, 2003 to be held at the home of Commodore Finkhouse.

April meeting will be the election of new officers (by paid-up members only) We need nominations for the position of Commodore.

Treasurers Report : (Given by Commodore Finkhouse in the absence of Treasurer Seidler) Club Balance - \$1200.00.

Evenings Program: Vice Commodore John Van Leer introduced Keith MacKenzie, Owner of the 47' Locke Crowther-designed cat What's Up Doc? Keith sails all around the Pacific using his boat as a floating classroom (Fiji, W. Samoa, the Cook Islands, Hawaii, et al.) instructing those on board in hands-on sailing and cruising techniques. This was another WOW of a program highlighted by Keith's speaking and illustrated by his colored slides of the Pacific.

Commodore Finkhouse ended the meeting at 9:40 PM.

April General Meeting April 2, 2003

Commodore Finkhouse called the meeting to order at 8 PM.

The Pledge was followed by an introduction of members — 16 present.

Treasurer's Report — \$1971.00 with 40 paid members.

Membership Committee — Clarke Blacker reported on the current membership drive. All unpaid members have now been sent bills for their dues.

Commodore Finkhouse spoke on the club raft-up held over the weekend.

The Key Largo Race will have 8 MASF members participating and a club raft-up will follow at Pumpkin Key.

Next Board meeting — April 23.

Next General meeting — May 7.

Election of Officers — Nominations were accepted as read:

Commodore — Eric Tullberg
Vice Commodore — John Van Leer
Recording Secretary — Jack Spoering
Treasurer — Tom Mestrits
Race Committee & Membership — Clarke Blacker
MASF Newsletter & Website — Jamie Titcomb
MASF Board — Jack Norris, Walter Steinhard, Don Seidler, Dennis Finkhouse & Victor Mendelson

Evenings Program: Don Seidler — MASF Treasurer, gave a wonderfully illustrated (Don is a professional architect) presentation about the ongoing redesign and building of his 27' Stiletto Catamaran, increasing the length to 30' to create an almost new Cruiser/Racer.

Steve Elliot showed a video he had made aboard his 35' Tobago Cat of the MASF Club sail and raft-up at Soldier Key.

Commodore closed the meeting at 9:40 PM.

General Meeting May 7, 2003

Meeting was called to order by Vice Commodore John Van Leer at 8:15 PM followed by the Pledge and introduction of the 33 members and guests present.

MASF welcomed the attendance of members of the Beach Cat Association to tonight's meeting.

Treasurers Report — Club balance \$2101.57 with 49 paid members.

This evenings program was introduced by Board member Jack Schuh. Our guest speaker for the evening was Mr. Bill Roberts, creator of Roberts Catamarans.

Bill, a long-time MASF member, offered a very knowledgeable and detailed program on Just What Makes Your Multihull Go Fast. The 2 main points to be concerned with being:

- A) High sail area to weight
- B) Righting moment to sail area

Bill, using many charts and graph plots, illustrated just what makes for greater speed, especially among Beach Cats. When it comes to the drag of the hull relative to hull weight, you want a very low drag coefficient.

Speed (Portsmouth #) = sail area x beam x length all divided by weight.

You cannot unfortunately leave out ANY of the Numerator of the equation. Bill went on to briefly speak about his designing of the RC 27 and 30 He also maintains a web site at aquarius-sail.com for those interested in exploring his two models further.

Vice Commodore Van Leer closed the meeting at 9:45 PM.

2003 Membership Dues are now due!

Please send your check to:
MASF c/o Clarke Blacker, Membership
P. O. Box 3365, Lantana, FL 33465-3365

Advertisers, Classifieds, Flotsam & Jetsam . . .

For Sale

1982 Stiletto 27 SE. Yamaha 9.9, two mainsails, roller furling jib, masthead gennaker. \$15,000. Call Paul Chudnow at 954 760 9245 or email: chudnowftl@pol.net. Hope to see you next meeting.

For Sale

18 hp. Nissan OB, 2-stroke. Same size as 9.9 or 15. 25" shaft, electric start, remote, 6 amps charge, 2 props, 100 lbs. Great kicker for fast multihull. \$800. Call Norm Hansen, (561) 278-2570

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New Website

New catamaran sailing site with news, repair tips, stories, pictures, mailing list, and free classified ads. www.TheBeachcats.com has a links section where you can add your site, and include your own description.

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Skeeter Progress Report

By Thomas Mestrits



As of July 2003 I am still working on it! The exterior structure is finished, glassed, and faired. It has been sprayed with a high-build epoxy that acts as a primer and fairing compound. I have been sanding this surface for the last couple of weeks. When I find pin holes or flaws on the surface, it has to be puttied, faired and sanded. This is the final preparation for the Awlgrip paint job. All



I need is a couple of days with no rain.

Just a note on fairing and sanding. When a one-off boat is built, all exposed surfaces need to be sanded six times before it is ready for the final paint job: the original glass job, fairing (2 to 3 times), primer, and sometimes between coats. If the boat has 1200 square feet of structure, both sides gives you 2400 square feet. That ends up to be more than 14400 square feet of surface area which must be sanded by the time it is finally painted.

The bathroom has all the cabinets installed, holding tank, through-hull fittings and head. The galley and two front

cabins need some fairing on cabinet junctions and the final paint job. The motor compartments are done and the two Honda 30s are sitting in place.

The big projects remaining are basic wiring of the 12 volt system, running lights, and installing the instrumentation. I need to connect the controls to the motor and steering wheel and build a couple of rudders. After the boat is painted, I have to install the windows and rub-rail and fabricate the windshield. With more than 4 years of work, I am finally beginning to see the light at the end of the tunnel. No, I am not going to predict when the boat is going to be ready to be put into the water!



2002 MASF Board Contacts:

Position	Name	Telephone	Fax	Email
Commodore	Eric Tullberg	305-255-2594	N/A	etullberg@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 Member Ratings Committee, Newsletter, & Membership	Clarke Blacker	561-310-7394	call first	clarke@clarkeblacker.com
Board Member	Jack Norris	305-712- 4665	305-948-5638	none
Board Member	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

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

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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 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 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 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 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

masf

Multihull Association of South Florida
P.O. Box 3365
Lantana, FL 33465-3365 USA
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