



# masf

Multihull Association of South Florida

Volume 17

Number 2

March - April 2005

## 50th Key Largo Race - A Twisting Tale of Light and Heavy Air

by John Van Leer

There were thirteen masf boats (six Racing class and seven Cruising class) entered in this year's Key Largo Race on April 23rd, 2005. The day dawned bright and sunny for the 8 am start in a light westerly wind. There was a mixture of beach cats and larger multihulls milling around before the start on the eastern end.

Victor Mendlesohn on *Catnip* did a fine job starting and then sailing for the West Featherbeds. Tom Mestrits at the helm of Walter Steinhard's *Don Quixote* got bogged down behind a beach cat which seemed determined to steer his boat to keep it under the bows for maximum impedance.

Upon clearing the nemesis cat, Tom opted for a more easterly course through the main Featherbed channel. Two additional stock Sea Wind Catamarans were skippered by John Teloh on *Tatanya* and by Vice Commodore Clay Milan on *Two Step*. Both opted for the westerly course.

Eric Roberts on RC30 *Dream On* got a fine start and was first to finish (as usual) with an elapsed time of 4:41 hours. Dave Calvert and Rick White on the hot new Reynolds 33 got a clean start and pushed Eric down the bay finishing with an elapsed time of 5:00 hours and was first to finish in the masf racing class, winning the first *Jack Schuh Perpetual Trophy*.

### A Duel to the Finish

The light air start petered out into a "no air" mid-race with folks chasing cat's paws. Most of the boats in masf Cruising Class dropped out of the race to motor on for the rest of a holiday



Photo by John Van Leer.

MASF Jack Schuh Perpetual Trophy winner Dave Calvert and Rick White on the hot new Reynolds 33 cat.

weekend. (This is supposed to be fun isn't it?) Finally, an easterly wind filled in, which favored the boats near the East end of featherbed bank. This wind presented those on the west side of the course a bit of a beat up to the Cutter Bank channel.

At this point *Don Quixote* had more than a 20-minute lead over *Catnip* but gave much of it away by not passing a tacking J-24 in the Cutter Bank channel while we were under power. We were actually allowed to pass under power since the J-24 was not in our division or class.

*Don Quixote's* lead was under 12 minutes by the Card Sound Bridge. In spite of *Don Quixote's* less-favorable rating (due to her lighter weight), Victor's larger sail area was very effective in catching up with consistently higher boat speed made good to windward in about 20 knots on the nose.

Seaweed on *Don Quixote's* rudders may have been a contributing factor to her slower speed. In fact, from the Cutter Bank channel to the finish, Victor Mendelsohn's *Catnip* was sailing about

*Continued on page 2.*



Key Largo *continued from page 1.*

one minute per mile faster than *Don Quixote*, but Victor was still unable to make up for the time lost while floundering in the west bay doldrums. In the end, the difference was shaved down to just under 4 minutes at the Jewfish Creek finish line, *Catnip* finished 3 minutes and 46 seconds behind *Don Quixote*. On corrected time the difference was a mere 22 seconds, with *Don Quixote* barely holding for the victory over the hard charging Victor. ⚓



Photo by John Van Leer.



Photo by John Van Leer.



Photo by John Van Leer.

*Clockwise from below: Vice Commodore Clay Milan's Two Step before the race, CatNip's crew working the light breeze: Aleric Hernandez's Island Marauder pursues Catnip to the west Featherbeds; a good look at the narrow the beam on the winning Reynolds 33; Tatanka and the Reynolds maneuver before the start; Eric Roberts RC 30 Dream On; and the Condor 40 Trident.*



Photo by John Van Leer.



Photo by John Van Leer.



Photo by John Van Leer.



Photo by John Van Leer.



Key Largo *continued from page 3.*

*Island Marauder (right) waits for the start, Sackville Curry (below) ponders the mainsheet trim in the light winds on Catnip.*



Photo by Vicky Bowles.



Photo by Vicky Bowles.

## 2005 Miami to Key Largo Race Results

### Multihull Racing Class

| Yacht Name             | Yacht Type    | Skipper          | Finish Time |              | Corrected Time | Class Rating | Finish |
|------------------------|---------------|------------------|-------------|--------------|----------------|--------------|--------|
|                        |               |                  | Actual      | Elapsed Time |                |              |        |
|                        | Reynolds 33   | Dave Calvert     | 13:00:06    | 5:00:06      | 5:42:06        | -72          | 1      |
| <i>Trimatic</i>        | F-24          | Andy Roedig      | 15:04:45    | 7:04:45      | 6:21:00        | 75           | 2      |
| <i>Toro 2</i>          | Stiletto 23   | Mike Powers      | 15:43:36    | 7:43:36      | 8:02:51        | -33          | 3      |
| <i>Trident</i>         | Condor 40     | Keith Gully      | 16:58:41    | 8:58:41      | 8:58:41        | 0            |        |
| <i>Matador</i>         | F-31          | Rick Tobin       | 17:01:06    | 9:01:06      | 9:13:21        | -21          |        |
|                        | Stiletto 23   | Dave Coster      | DNF         |              |                | 33           |        |
| <i>Island Marauder</i> | Custom 40 Tri | Alaric Hernandez | DNF         |              |                | 45           |        |

### Multihull Cruising Class

| Yacht Name         | Yacht Type        | Skipper           | Finish Time |              | Corrected Time | Class Rating | Finish |
|--------------------|-------------------|-------------------|-------------|--------------|----------------|--------------|--------|
|                    |                   |                   | Actual      | Elapsed Time |                |              |        |
| <i>Don Quixote</i> | Seawind 1000XL    | Tom Mestrts       | 16:51:14    | 8:51:14      | 7:46:29        | 111          | 1      |
| <i>CatNip</i>      | Seawind 1000XL    | Victor Mendelsohn | 16:55:06    | 8:55:06      | 7:46:51        | 117          | 2      |
| <i>JoliSpot</i>    | Gemini 105        | Paul Roberts      | 17:53:20*   | 9:53:20*     | 8:38:20*       | 150          | 3      |
| <i>Tatanya</i>     | Seawind 1000      | John Teloh        | DNF         |              |                | 120          |        |
| <i>Two Step</i>    | Seawind 1000XL    | Clay Milan        | DNF         |              |                | 120          |        |
| <i>Nyango</i>      | Fontaine Pajot 42 | Michael Biro      | DNF         |              |                | 120          |        |

\* Times taken at the Card Sound Bridge

# 1st Annual masf Miami Boat Show Meeting & Multihull Conference

by Clarke Blacker

- ▶ Multihull Magazine
- ▶ Performance Cruising
- ▶ Reynolds Catamarans
- ▶ Maine Cat
- ▶ African Yachts
- ▶ Seawind Yachts

For the very first time masf altered its first Wednesday of every month meeting schedule to hold our first annual special Miami Boat Show Meeting & Multihull Conference. This meeting was held to coincide with the Miami Boat Show and masf was proud to welcome to our panel discussion Multihull Magazine Editor and Publisher Charles Chiodi, as well as representatives from Maine Cat, Seawind Yachts, African Yachts, Performance Cruising, and Reynolds as our featured speakers



Program Chairman Walter Steinhard was on hand to introduce Mr. Chiodi and his panel members: Dick Vermeulen, Maine Cat; Tony Smith, Performance Cruising (Gemini and Telstar); Rory McGuinness, Seawind Yachts; Seymour Friedel, African Yachts, N.E.; and Steve Bohlmann, Reynolds Catamarans.



All p. photos by John Van Leer.

Mr. Chiodi gave the standing room only audience his views on the future of multihulls and turned to podium over to the panel of builders and manufacturers representatives, each of whom gave the crowd their thoughts on the multihull market in general and on their compa-

*Continued on page 6.*



*Clockwise from top left: Program Chairman Walter Steinhard, Multihull Magazine Editor and Publisher Charles Chiodi, and (bottom, left to right) Rory McGuinness, Seawind Yachts; Dick Vermeulen, Maine Cat; Seymour Friedel, African Yachts, N.E.; Commodore Jon Nitkin; Tony Smith, Performance Cruising (Gemini and Telstar); Charles Chiodi; and Vice Commodore Clay Milan.*



Multihull Conference *continued from page 5.*

nies latest developments that were featured at the 2005 Miami Boat Show and that we could expect to see from them in the future (see *Meetings & Minutes*).

After the panel's presentations there was a spirited question and answer session with the audience. As usual, multihull sailors are an independant group and there was no shortage of opinions and challenges from the audience. It was clear to all that the future of the multihull market is the larger and more luxurious cruising catamarans because that is what the public demands. Unfortunately for those more performance oriented buyers there is little or no indication of a market willingness to buy higher performance boats, especially catamarans. The Corsair trimarans have enjoyed much success both in the market and in racing over the past fifteen or so years, but the money appears to be in the luxury catamarans primarily built for the charter business. ⚓



(clockwise from left): (peering into his laptop computer) Seymour Friedel, African Yachts, N.E.; Steve Bohlmann, Reynolds Catamarans; Dick Vermeulen, Maine Cat; Tony Smith, Performance Cruising; Rory McGuinness, Seawind Yachts.

*Below: the members and guests in the audience listen attentively to the panel.*



All photos by John Van Leer.

# Rogue Waves

by Tom Mestrirts

Beginning in 2000, a European Union project called MaxWave conducted a three-year research project effort to explain how rogue waves occur, how frequently they appear, and whether their formation might even be predicted.

Early in the project the European Space Agency donated a chunk of time and resources by offering synthetic aperture radar scanning of the Earth's oceans

from its ERS-1 and ERS-2 orbiting satellites.

During the three-week operation about 30,000 separate imagerettes were captured and later analyzed. What scientists found were more than 10 individual giant waves that measured more than 82'.

While rogue waves were sighted in some of the expected places, such as in the notorious Agulhas Current off the east coast of

southern Africa, they were also found apparently randomly around the globe, though usually near weather fronts and low-pressure systems. ↓

# Rolex Olympic Regatta

by Tom Mestrirts

Every year the Olympic Class yachts must race at several locations around the world to get international experience and earn the right to represent their country. Our nice winter climate and gorgeous Biscayne Bay make Miami one of the premier locations on their schedule. This year the Miami series was held on January 24-28th and most of the local yacht clubs hosted and ran various classes.

Miami Yacht Club hosted the Tornado catamaran class with MYC volunteers running the races for five days. masf members helped out by furnishing boats for the Race Committee and serving as race committee crew. Roger Strube sailed his Ocean Catamaran 48 from Punta Gorda to Miami. *Millennium Dragon's* large deck and wide platform made an ideal Race Committee pin boat and Tom Mestrirts' *Skeeter* was used as the windward mark boat.

We were rewarded by seeing some of the world's top

Tornado sailors compete in various conditions. Unfortunately on Wednesday and Thursday there was not enough wind to run any races (at least 6+knots of breeze required) but on Friday it made up for it! The course was set up offshore with 4-6 ft seas and winds of 18-20 knots gusting to 27 knots.

These catamarans are extremely fast and under these conditions they were doing 20+ knots, jumping sailing. USA Olympic silver medalist John Lovell and Charlie Ogletree ran away with the series, with 5 firsts and one second finish.

We want to recognize and thank all the masf members who helped out; Roger Strube and Tom Mestrirts for their time and use of their boats for 5 days, Chuck Huber, Eric Tullberg, Lee Hertz, John Van Leer, Victor Mendelsohn, and Peter Gimpel. ↓

## Orange II Smashes World Record

Jules Verne Trophy - Orange II and Bruno Peyron's crew have just set a new round the world record of 50 days, 16 hours, 20 minutes, achieving an average speed of 22.2 knots. ↓

## Racing News

Two teams of MYC members sailed in the St. Petersburg NOOD regatta held Feb 18-20, 2005, and brought home first place trophies. Robert Onsgard & Robert Reemers were first in the Corsair F28R class and Mike Powers and Kenny Pierce sailing with Andy Roedig on Andy's *Trimatic* Corsair F24 were first in every race. ↓

## 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 Mestrirts 305-238-0508  
email: CaptTomMes@aol.com

2/6



# Just Another Day on the Bay

by Clay Milan

It was just another day on the Bay. Nothing special about it, really. We were engaged in our typical weekend getaway on *Two Step*, our 36' Seawind. For those not familiar with the name, the two-step is a popular country and western dance in Texas. We are from Texas, hence the name of the boat.

We spend most weekends on the boat sailing the Bay. We usually over-night anchored off Coon Point at Elliot Key. In our previous life as monohullers, we lived aboard. In fact, a boat was the only home our seven year-old son, Luke, knew until he was almost five. Friends nicknamed him "Crew".

I remember Luke once spending the night with a kindergarten friend and exclaiming with surprise that, "Jackson lives in a house!" Since everyone he knew at the time lived aboard, Luke naturally thought that everyone else lived on boats too.

On this particular weekend, we had arranged to rendezvous with friends who were coming down on their

Hatteras. After a terrific meal on *Sugar Shack*, we visited until late and then everyone went off to bed.

The next day we planned to take our friends sailing; however, Luke decided he would rather ride on *Sugar Shack* so he could drive the big boat. The solution was for Paul and Luke to go on the Hatteras while Sarah and I took Donna sailing on *Two Step*. Luke took his position on the flybridge and steered like an old pro while *Two Step* and *Sugar Shack* "raced" around the Bay. We continued down to Pumpkin Key where we stayed the following night with Luke bragging about winning the race.

As you can tell from the photo, we couldn't have ordered better weather. We had a great visit with our friends and everyone had fun getting to do what they most enjoyed, especially "Crew". I couldn't help thinking afterwards that, although it was just another day on the Bay, we created memories that would last a lifetime. ⚓



Vice Commodore Clay Milan and his family enjoying an afternoon sail on Biscayne Bay in their Seawind 1000 XL Two Step.

## How to turn an R & R into an R

by Victor Mendelsohn

masf's R & R scheduled for the 27th of March had promised to be another great gathering of the multihull breed with a little R (race down the beautiful Biscayne Bay) and then the other R, the raft-up. Winds were to be 5-10 out of the ESE, slight chance of a shower with an expected 5 cats showing up to participate in the R & R and one, *The Beast*,

arriving for the raft-up on their return trip from the Upper Keys.

Well here's how it went down; The only boats to show were Steinhard's *Don Quixote* and Mendelsohn's *CatNip*. The wind was out of the ESE but 18-20 plus gusts to 25kts.. So we went to the far east side of the bay and in the shelter of

Biscayne Key we had a gathering of two Seawinds with nine enthusiasts. The company was funny, the weather was fantastic and the water was very nice at 77°. *The Beast* arrived at around half past 1 and joined in until we (the three cats on one anchor) started to drift due to the windage that *The Beast* added and the shift of wind to 25 kts. ⚓



# masf meetings / minutes

Arnaud Foucart  
Recording Secretary



General Meeting,  
1st Boat Show Meeting,  
February 16, 2005, 8:04 pm  
64 members, 2 guests present

Meeting called to order by  
Commodore Jon Nitkin.

General Business:

The next Rendezvous Regattas will be the 27th of February, the 27th of March and the 9th of April. There will be a MASF raft-up after the Miami-Key Largo Race.

The program of the night starts with Charles Chiodi, publisher of Multihull Magazine, talking about the future of multihulls.

He began with the evolution of materials - plywood to composites - over the past 50 years, and then the evolution of rigging - rigid rigging, aero rig, and then ?

Thanks to Eric Martel, who brought a Privilege for charter to the Caribbean about 20 years ago. The new "condomans" filled the gap between the monohull and multihull for sailors.

Dick Veruelen talked about the Maine Cat 41 and explained how they have been able to save weight out of the structure.

They have a new building, which will allow them to double their production. Their next project will be a 25' affordable cat.

Walter Steinhard introduced Tony Smith, who designed and built the Gemini -which he and his son sailed across the Atlantic - and the Telstar - which he started designing in 1969 - in a family business. Tony thought about building cats after moving to the U.S. and is currently building a trailerable trimaran.

Rory McGuinness talked about the new Seawind 38, the evolution of the 1000, and is looking to build affordable, light and fun boats around 30'.

Seymour Freidel sailed a 431 African cat in 43 days from Durban. It is a light and fast boat built with infused epoxy. It has narrow hulls and a lightweight interior that is still comfortable

and has a king-sized bed.

Steve Bohlmann talked about the Reynolds 33 which did 24 knots in 14 knots of wind with Charlie at the helm (silver medalist on Tornado and very welcome at the meeting). Steve who sails the Reynolds 33 and the Tomcat 9 will be on the starting line for the next Miami-Key Largo Race. A Reynolds 44 (containerable) is in the works as well as a trifoiler.

Some questions followed.

Our guests provided gifts for the raffle: Tom, Clarke and Aleric each won a subscription to Multihull magazine. Victor, Paul, Clay, Jack and Arnaud each won a T-shirt and it was a cap for Julio.

The Commodore ended the meeting at 10:32 pm.

Board Meeting  
February 24, 2005, 7:40 pm  
8 members present

Meeting called to order by  
Commodore Jon Nitkin.

There was discussion about the Boat Show meeting, which will be annual. Jon Nitkin went to the Boat Show to check with our guests, who seem ready to come again next year.

Treasurer's report: \$2826

Clarke Blacker needs assistance to produce the news letter. Our members will be asked to write about some of their own experiences.

41 members have paid their dues. Gary has been asked to contact the late members.

There was discussion about the MASF rating: a MASF boat has to be able to sleep 3, with an electrical system and a permanent motor.

It has been voted in tonight: The Jack Schuh Trophy - corrected time winner, MASF rated boat and the skipper must be a paid MASF member

The Fred Darlow Trophy - elapsed time (first over the line), MASF rated boat.

General Meeting  
March 2, 2005, 8:05 pm

22 members and guests present  
Meeting called to order by  
Commodore Jon Nitkin.

The last Rendezvous & Regatta saw big winds during the race but no rafting. The next Rendezvous & Regatta should be held on the 23rd of April.

Clay Milan recommends the southwest of Florida as he enjoyed it during his last cruise on Shark River - go in the winter to avoid the mosquitoes.

Walter Steinhard introduces first, Tom Mestrts who sad that multihull designers are not going in a good direction by aiming only at charter or higher end customers who both want big comfort. That leaves nothing available for real sailors. Next was Chuck Cantor, who says that sailing is becoming a lifestyle rather than a sport. 80% of the new customers will be looking for a sailing summer cottage. Chuck admitted that he gradually slowed his Rocket express by adding an engine on the dinghy, a watermaker.

Sackville Currie agrees as well, that catamarans are too heavy. Some of the pictures he showed us had weird designs such as: fat hulls, insufficient bridge clearance, unprotected helms and 18" x 18" portholes too close to the waterline. Sackville thinks that the production catamaran that offers the best compromise is the Outremer.

The next Board Meeting will be held on March 17th.

Jon Nitkin ended the meeting at 10:00 pm.

General Meeting  
April 6, 2005, 8:05 PM

28 members & guests present

Meeting called to order by  
Commodore Jon Nitkin followed by the introduction of members and guests. Chuck Kanter talked about his last trip to Central America, where he made a survey of an Outremer. The next raft-up will be held after the Miami-

Key Largo Race at Pumpkin Key on the 23rd of April. The next Board Meeting will be held Tuesday the 19th of April.

Walter Steinhard introduced Jack Norris who talked about the nine boats he has. It is an eclectic collection that he described with a good sense of humor: an Esprit 30, a transparent dinghy, a 16' kayak, a Porta-Bote, a jet ski, a Hobie 17, a combo cat, a hydro-plane and a sea cycle were all bought with the same passion that we all share. Why? I don't know either. John Van Leer, Tom Mestrts, Victor Mendelsohn and Jon Nitkin all told stories about what hooked them to sailing.

Board Meeting  
April 19, 2005

Meeting called to order by  
Commodore Jon Nitkin at 7:55 pm.

7 members present

Four improved courses have been chosen for the Rendezvous Regattas. Please check the website for details.

Tom Mestrts suggested having a weekend Rendezvous & Regatta, starting on a Saturday and overnighting in the Upper Keys. There could be some fishing and some scuba diving.

Four Seawinds are expected to participate in the Miami-Key Largo Race.

All board members are expected to write a short paragraph for the newsletter to help Clarke Blacker.

Kate, the Youth Sailing Director, is joining the board and is starting to promote catamarans at the MYC. There was discussion about inviting MYC members to our Rendezvous & Regattas.

The motion was voted to help by scholarship.

Treasurer's report: the club account balance is \$2826, with 50 currently paid members.



And More of our Advertisers . . .

2/6



### The Maine Cat 41 & Maine Cat 30

Line of Performance Cruisers

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

Maine Cat Bahama Bareboat Charters  
Charter a Maine Cat 30 or 41 in Hope Town, Abaco

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

**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 1082  
Islamorada FL 33036

2/6

## masf Merchandise

masf License Plates

Thanks to Paul Chudnow, our new masf license plates are finally here! The masf logo is beautifully printed on multiple blue tones on a heavy white plastic license plate. The cost is a very reasonable \$10, so get yours while they last.

masf Polo Shirts

Dennis Finkhouse still has a few of the very nice Polo shirts available with the masf logo embroidered on them in tones of blue. These are very high-quality shirts and are priced quite reasonably (all are under \$25, priced depending upon size). Size availability is limited, so come to the next meeting and see Dennis to get yours.

2/6

## Fairwinds Yachts Yachts for Cruisers

Gemini 205Mc  
Perennial Best  
selling cruising  
catamaran  
From \$ 145,000



All new Telstar 28  
The perfect blend:  
Trailerable,  
comfort and speed  
From \$ 62,000

## Featured Brokerage

1997 Gemini 105 M DL  
Diesel, Queen Master  
AC, Electronics  
and More \$ 104,500



See all our Brokerage  
boats at our website  
We have buyers for good clean  
cruising catamarans

**2423 SE Dixie Wighway**

**Stuart, FL 34996**

**Phone: 772-223-1109**

**[info@fwyachts.com](mailto:info@fwyachts.com)**

**[www.fwyachts.com](http://www.fwyachts.com)**

## masf Board Contacts:

| Position   | Name              | Telephone      | Fax          | Email                    |
|--|-------------------|----------------|--------------|--------------------------|
| Commodore  | Jon Nitkin        | 305-531-3834   | 305-374-2896 | captjon1@msn.com         |
| Vice Commodore   | Clay Milan        | 954-922-7839   | N/A          | cmilan@bellsouth.net     |
| Treasurer  | Tom Mestrits      | 305-238-0508   | 305-232-7065 | capttommies@aol.com      |
| Secretary  | Arnaud Foucart    | (954) 764-7203 | none         | JFoucart@edsaplan.com    |
| Programs   | Walter Steinhard  | 305-932-6196   | 305-932-1160 | none                     |
| Board of Directors<br>Ratings Committee,<br>Newsletter, & Membership | Clarke Blacker    | 561-310-7394   | call first   | clarke@clarkeblacker.com |
| Board of Directors   | Victor Mendelsohn | 305-232-2815   | 305-251-5841 | catnip3108@aol.com       |
| Board of Directors   | Gary Lehnertz     | 561-737-2758   | N/A          | garyguru@bellsouth.net   |
| Board of Directors   | Kate Bedard       | 305-756-861    | N/A          | N/A                      |
| 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 published between 4 and 6 times per year and depending upon the frequency of publication generally averages between 8-12 pages in length.



### Have You Joined masf Yet?

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

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

Meetings include lots of "how to's" and valuable 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 multihulls around! Complete the membership application at the bottom of the

inside back cover of this newsletter and send it along with a check to the address indicated, or you can contact us on the website for more information.

#### Meetings:

masf meetings are normally held on the first Wednesday of each month, and members will always be notified by mail if there is any temporary change to the schedule. For more information look for the "Blue Postcard" mailed to members, or visit us on the web at [www.masf-multihulls.com](http://www.masf-multihulls.com) for the latest updates. Meetings are held at Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL

#### masf Web Site

Visit the masf website for the latest links to our new chat room, race information, your favorite sailing sites, and marine companies. Don't forget, the masf web site address is . . .

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

#### 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.

#### 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.

[www.bbyra.net](http://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.



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

