



masf

Multihull Association of South Florida

Volume 15

Number 2

March-April 2004

Miami to Key Largo Race — 2004

By Thomas Mestrits

The wind blowing out of the NE at 20-25 knots on April 17 as 154 boats hit the starting line for the mad dash to Key Largo. The conditions were good enough to break the 1993 record of 1hr. 43min. held by Bill Roberts. Three RC 30s entered the race and Bill had his RC 30 tricked out with a brand new carbon mast and shrouds plus a hiking rack on the port side.

In the **masf** class there were racing and cruising divisions, but unfortunately the number of entries were down due to the Corsair Nationals being held on the same weekend.

I was sailing on *Catnip* and Victor hit the starting line perfectly only a couple seconds after the gun. The faster beach cats pulled away from us but we outdistanced the rest of the larger monohulls and cruising cats. We kept the boat in the teens and hit 15.7 knots at one point. A couple of miles into the race we saw Bill Roberts' RC 30 flipped over. Evidently another RC 30 met the same fate by the Featherbed Shoals. There were quite a few beach cats pitchpoled and most had some very close calls. John McKnight (who won his class on a Hobie 20) told me that at least a half a dozen times they stuffed it up to the main crossbeam.

The record did not fall. The first boat skippered by Leandro Spina crossed the line in 2:02:29. Andy Roedig won in **masf** Racing division in 2:13 (corrected), Joe Rome finished first in 2:39 and won the Fred Darlow Perpetual Trophy for first **masf** boat to finish. In the Cruising division Victor Mendelsohn finished first in 4:09 on his Seawind XL. Another Seawind XL, *Two Step*, took second place, sailed by Clay Milan with his family in their first Key Largo Race.



MASF Racing Class Winner Andy Roedig and a crew member accept their trophy. See more pictures from the Key Largo race and the award ceremony on page 2.

masf Racing Class

Skipper	Design	Boat Name	Time of Finish	Position
Andy Roedig	F-24		10:57:16	1
Joe Rome	F28R	<i>Man O'War</i>	10:39:26	2
Peter Harvey	F-31		10:39:56	3
Brian Flanagan	Corsair	<i>Sea Ya</i>	11:09:49	4
Jake Van Beelen	Endeavor	<i>Friends</i>	10:43:33	5
Eddy Hill Jr.	Corsair	<i>Latitude</i>	DNS	DNS

masf Cruising Class

Victor Mendelsohn	Seawind XL	<i>CatNip</i>	12:09:43	1
Clay Milan	Seawind XL	<i>Two Step</i>	12:41:40	2
Michael Bird	Jeanot	<i>Nyango</i>	12:39:36	3
Dave Koster	Stiletto	<i>Venture Sport</i>	2:31:24	4
Jack Norris Jr.	Fontaine Pajot	<i>Magic</i>	12:42:27	5
Bob DiGennaro	Seawind 1000	<i>Popoki</i>	13:15:04	6



More Key Largo Race Pictures!



masf member Bill Roberts' spectacular capsize was caught on film by a number of different photographers. These two pictures above show the drama just after it had occurred.



Above left: *masf* member Victor Mendelsohn and his Seawind 1000 XL battle it out for position with a Corsair. Above right: Two Corsairs tangle after the start.

Editors Note: All of the race images on this page have been supplied courtesy of the Miami Yacht Club web site. For more race images and for complete race results please visit www.miamiyachtclub.net.

Miami — Key Largo Race Awards Ceremony Photos at the Miami Yacht Club on Next Page . . .

*Page 3 top left: Joe Rome receives his well-earned Fred Darlow trophy for being the first *masf* boat to finish. Joe finished second on corrected time in the *masf* Racing division. Page 3 top right: First to finish Leandro Spina accepts the first annual Jack Shuh Multihull Perpetual Trophy. Page 3 bottom left: long-time *masf* members Scott and Tracee Corson took 3rd in their class with their Hobie 16. Page 3 bottom right: *masf* member John McKnight took first in his class with his Hobie 20.*

The 2004 Key Largo Race Was One of the Fastest on Record

by Clarke Blacker, masf Rating Committee

To my chagrin, as I was nursing a nasty bout with a kidney stone, I missed one of the fastest Miami to Key Largo races in many years. At least my wife Vicky Bowles was able to go along with Victor Mendelsohn and Tom Mestrits on Victor's Seawind 1000 XL *Catnip* to handle the videotaping of the race for **masf**.

As I was told later, the day was perfect conditions for racing with moderately heavy winds (20-25) out of the northeast. The heavier than usual winds took their toll on a number of boats, most notably for **masf** member Bill Roberts. Bill has virtually owned the Miami to Key

Largo race as long as he has decided to show up to compete. Bill spectacularly flipped his RC30 in an uncharacteristic show of vulnerability. We heard later that his brand-new carbon fiber mast had been destroyed in the accident.

Andy Roedig won the **masf** Racing class, Victor Mendelsohn won the **masf** Cruising class with his Seawind 1000XL *Catnip*, and **masf** member Joe Rome won the Fred Darlow perpetual trophy which is given to the first **masf** boat to finish. The race was won by Leandro Spina on a Tornado. Leandro also took home the new Jack Shuh Perpetual Tro-

phy given to the first multihull to finish.

(Editors note: the exact details regarding this trophy were still being finalized at press time).

At the award ceremony at the Miami Yacht Club, inexplicably the scratch sheet did not reflect the correct breakdown of the multihull group into two classes, and the trophies for the winners of the multihull cruising class were overlooked. This problem was corrected and the trophies were later distributed to the deserving skippers. The corrected results appear here.





Hunky Dory is back in Miami!

By Thomas Mestrits

For those of you who are not familiar with the name *Hunky Dory* she was my previous boatbuilding project or you could call obsession that took six years to complete. She was a Spectrum 42 Shuttleworth design that I began to have built in England in the 1980s. My dream was to cruise the Spanish coast, sail to the Canaries, enter the ARC race, and sail her to Florida. As good plans go this one went sour quickly. My boat would have been the third boat Spectrum was building when they ran into financial problems and went out of business.

I ended up with a raw fiberglass shell and made another futile effort to have the boat finished by moving it to another location and hiring some of the old Spectrum employees to continue the work. This was another disaster that cost me dearly, so I had the boat shipped to Miami and became a boat builder myself.

We used the boat as it was being built, entered fishing tournaments, all the local races, and cruised the Bahamas numerous times. At first she looked rough, but as time went on her appearance shaped up, and at the same time we learned to sail her better and she showed her awesome performance. *Hunky Dory* earned a reputation as a real *Beast* on the water. The boat took three times as long and cost three times as much to build as I planned. With some other financial problems we ran into, our plans to go world cruising went out the window. I sold the boat 10 years ago, but still had a chance to sail her periodically. The owner hired me to deliver her from St. Petersburg to some of his favorite vacation spots. A month or two later I would fly in and sail her back to St. Petersburg. We saw Belize, the Abacos and the Exumas more than once. For the past 4 years the boat has been sitting at the dock and was up for sale.

The good news is that Julian Rubio, a recent new member of **masf** and MYC, purchased *ex-Hunky Dory*, which had been re-named Puddy Tat and now will be called *The Beast*. The second week of March, Julian and I sailed the boat from her dock north side of Pine Island, Florida to Bob & Annie's Boat Yard on the south side of the Island. The boat was hauled and surveyed. She is older now and gained some weight since I owned her, but most of us have put on a couple of pounds in the past 16 years. Structurally, she is still very good but cosmetically needs a lot of work.

Julian started making plans for what needs to be fixed and repaired. The original plan was to sail the boat to Manatee Bay Boat Yard and have the boat hauled for a couple of weeks to just do a couple of necessities. Julian had the delivery all planned out from Pine Island, to Manatee Bay Marina in Key Largo. I must tell you that Julian is one of the most optimistic persons I have ever met, and his energy level is in the cyborg level. When he told me his plan, I had some doubts about his sanity. He planned to bring the whole family, his wife and three kids (ranging in age from 7 to 11) along. They had never been on a boat sailing overnight. I considered it the shock treatment and an acid test of good family relations. This boat had sat at

the dock for four years unattended, and there were a couple of worrisome issues like the 16-year-old Dacron sails and motors that had not been used for eons. I worked on the boat the prior two weekends trying to make it operational. When I pointed out all the problems we could run into, Julian assured me not to worry because everything would be all right. Well, I did worry!

This was the sequence of the operation. On Thursday he and his two boys Erick and Alex, 9 and 11 years old, packed up the SUV with all the bedding, food and supplies we would need and drove 3 hours to the boat. Then unloaded, cleaned the boat inside and out, installed a new head and then got back in the car and drove home to Weston. The next morning at 5:30 AM Julian me up from my house (1 hour drive from his house), then we picked up his friend who was going to drive the car back. Next we drove to his house, picked up his wife Lisa and the three kids and more stuff. The car was packed so full there was no room for an extra handkerchief.

We had to stop on the way to pick up life jackets for the kids and fuel for the boat. We left the marina at 2 pm, passing through a canal that had only a couple of feet on either side and were hitting the overhanging Australian pine trees with the mast. We did not go more than 10 minutes when the alarm on the main engine went off. It was pumping water and not heating up but would not go beyond 1200 rpm. We set sail at 3 pm and headed south. The wind was blowing out of the east around 20 knots. We put a reef into the main and moved along nicely in the 10 knot range when the jib tack ripped out. We furled the sail up about 5 turns and duct taped it to the foil and kept on sailing. Julian told the kids all the safety precautions and how to steer the boat before the sun went down. Erick became the helmsman and Alex the fisherman.

We picked up a couple of crab traps that night. On one we had to stop and Julian went into the water to cut it loose. When he came back on board I expected him to make a couple of choice comments about the local fishermen. He looks up at the sky and tells me, "look how bright the stars are; it is such a beautiful night." Like I said, Julian has a very positive attitude!

By 2 am we were anchored off Cape Sable. Next day the wind was on the nose around 20 knots, and we sailed across the flats of Florida Bay with no problem. We arrived at Channel Five Bridge by 2 pm. By then it was blowing 25 knots out of the NE and would have meant rough going tacking up Hawks Channel. We anchored by the bridge and had some R&R. Next morning the wind eased to around 15 out of the NE. With the partially furled and bagged out jib we tacked up to Angel Cut. We must have tacked over 50 times! By the time we got into Card Sound it was dark. Now, to cap off the day, I had to find the cut between a couple of mangrove islands that leads into Manatee Bay Marina. This is a challenge even with good visibility. Well, I made my turn too early and by the time I realized my mistake it was too late and we were aground. When I

Calculating Speed and Stability

by Tom Mestrits

Have you ever wondered if you put larger motors on your boat, how much faster would it go under power. Or at what wind speed is your boat going to start flying a hull? I found a couple of formulas that really work when the proper information is used.

Here are a couple of things that you should be aware of. Weight of the vessel is important in all these formulas. The proper weight to be used is the equip-

ment and stores you keep on board, fuel, water, supplies, and crew. Published weight from most manufacturers is off, some of them as much as 30%. The other fact is that horsepower ratings on outboard motors are not accurate. For instance, the Australian 9.9 Yamaha is a de-tuned 15hp motor (320 cc.) The American 9.9 Yamaha is a 230 cc motor. I would rate the Australian motor closer to 12 hp

Try these two formulas out with measurements taken from your own boat.

Calculating Boat Speed

Note this formula is for a displacement hull shape. If the boat goes on plane, there is a different formula. Another factor that could distort the result is if the boat reaches its hull speed and cannot go above it.

Formula: water line in meters × horsepower ÷ Long ton (2240lbs) × the square root of this # = boat speed (in knots)

Seawind 1000 10 × 20hp = 200 ÷ 4.9T = 40.816 square root = 6.38 knots

Seawind XL with 20 hp Honda 11 × 40 = 440 ÷ 4.99 = 89.79 square root = 9.47 knots

Skeeter 33 10 × 60 = 600 ÷ 1.56T = 384.615 square root = 19.61 knots

Calculating Stability

You may use this formula to calculate at what apparent wind speed the boat (catamaran) will start flying a hull. This formula is balancing the righting moment

against the force on the sail. The righting moment is the distance between the center of buoyancy of the leeward hull and the center of gravity of the boat,

times the weight of the boat. The heeling couple is formed by the force on the sail and the board, at a distance H.

Formula: Wind speed = square root ((W × (BOA-BH) ÷ 2) ÷ (SA × 1.4 × H × .00339))

W = weight of the boat in pounds

SA = working sail area

H = height of the center of sail area from load waterline (use half of water line to masthead distance)

BOA = beam overall

BH = beam of the hull at the widest point on the water line.

Example: Seawind 1000

Square root ((11000 × (19.5-3) ÷ 2) ÷ (662 × 1.4 × 25 × .00339))

Square root (90750 / 78.5463) = 33.99 knots

Example: Skeeter 33

Square root ((3500 × 12-1.75) ÷ 2) ÷ (330 × 1.4 × 18 × .00339))

Square root (17937.5 ÷ 28.19124) = 25.22 knots

Hunky Dory is Back! (continued)

reversed the starboard engine, the prop ate the lifting line. Julian jumped into the water again to cut it loose. I had both motors running and the bow-thruster and finally was able to turn the boat into deeper water and get moving again. This time I found the right cut, worked our way across a very shallow bay, and found the entrance to the marina. By the time we tied up it was 10 pm. Julian's friend had been waiting by the marina gate for more than three hours by then.

The next day the mast was pulled out, and the boat was put on the hard. She will be refurbished inside and out. It will be great to see *The Beast* looking like new again at MYC.

Custom Trimaran for Sale

1996 20' x 12' West System epoxy trimaran adapted from a Gougeon design. Easily single-handed and sailed from sitting position in cockpit. Breaks down easily for transport. Constructed of Okeume plywood, AwlGrip finish, Hobie 16 rig with larger jib on Cruising Designs furler, trampolines and motor mount for small outboard. Cable steering and leeboards. Moving out of state. Cost of materials alone over \$2500. Will sell for any reasonable offer.

Contact John Phillips at 305-895-8951.



masf meetings/ minutes



**Arnaud Foucart
Recording Secretary**

masf Board meeting April 27, 2004

Meeting called to order 7:30pm, 8 members present. Meeting called to order Commodore Nitkin.

Treasurer's Report - \$3107.85

Commodore requests ideas on expanding the club. Different ideas: through multihull dealers through races, such as Miami-Key Largo, Columbus Day Regatta, trying to improve programming, sending more newsletters, creating private chat rooms on the web, through organizing regattas

Details of the Mother's Day rendezvous will be given at the next general meeting.

There was a chat with vice-commodore Rick Harty of the MYC.

Miami-Key Largo race trophies were given to Clay Milan and Victor Mendelsohn.

The vote to produce the masf logo license plates passed.

Meeting closed at 8:40 pm

General Meeting May 5 2004, 8 PM

18 members were present

Meeting called to order by Commodore Nitkin, followed by the introduction of members and their guests.

General business: Commodore Nitkin announces the proposals from the board meeting: expansion of the club, organization of monthly regattas. Polo shirts were on sale. The Mother's Day Rendezvous was postponed due to lack of time.

Evening program: Enrique Dillion presented the Contour 50 trimaran he just bought, for cruising fast in comfort with the family.

Tom Mestrits showed a video of the 2004 Key Largo race taken from on board Catnip.

Commodore Nitkin ended the meeting at 9:15 PM.

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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.

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Boat Design _____ Boat Name _____

Comments _____

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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 . . .
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Check out what's new in Multihulls . . .
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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 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

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Address Correction Requested

