

masf Boats Raft at Sands Key for Columbus Day by Clay Milan



Photo by Clay Milan.

Conditions were perfect both for racing and hanging on the hook for the **masf** boats that rafted together at Sands Key at the end of the first day of the Columbus Day Regatta. *Catnip*, *Two Step* (both Seawind 1000s), *The Beast* (a Shuttleworth 42) and Tom Mestrit's *Skeeter* enjoyed a fine afternoon of food and fun.

Victor Mendelssohn regaled us with tales of *Catnip's* smoking start line performance. I wouldn't want to suggest that Victor is obsessed with saving weight, but he did convince me to bring his trash back on my boat. *Catnip* went on to finish first in the multihull cruising class, so obviously his plan worked. Congratulations Victor!

members and their families while swimming, eating and appreciating the fine day. We also took an opportunity to explore the "keyhole" on Sands Key and Boca Chita lighthouse by dinghy. Before returning Sunday, we had a chance to give a tour of *Two Step* to a "hull-challenged" couple anchored nearby. They couldn't believe the amount of living space on a moderately-sized catamaran and went away saying, "we gotta get one of these."

We set a new speed record (for us) of 9.3 knots on *Two Step's* return trip. I think we are finally getting the hang of sailing flat and level. Maybe I'll give *Catnip* a run for the money next time ... if someone will carry my trash!

Columbus Day post-race raft up (from left): Skeeter, Two Step, Catnip and The Beast.

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We enjoyed visiting with other **masf**

More on Columbus Day on page 2.



masf Plans Jack Shuh Columbus Day Regatta Perpetual Trophy

At our October board meeting, the **masf** Board of Directors decided to dedicate a new Jack Shuh Perpetual Trophy this year for the first **masf**-rated multihull to cross the finish line in the Columbus Day regatta. This is in addition to the Herreshoff Perpetual Trophy which is currently given to the first **masf**-rated multihull to finish based upon corrected time. This new (not-yet built) trophy was awarded to Mike Rush and *Patriot* for their 1st overall finish (uncorrected time) in the 2004 Columbus Day Regatta.



Photo by Victor Mendelsohn.



Photo by Victor Mendelsohn.



Photo by Victor Mendelsohn.

Columbus Day race pictures (from top): Double Trouble at the finish line, Double Trouble trailing Patriot, Double Trouble trailing Catnip, and Catnip's Multihull II class 1st place trophy.

Columbus Day Race Results

Multihull Class I

Yacht	Design	Rating	Corrected Time	Position
Priorities	F-24	75	4:11:36	1
I Fly	F-24	75	4:24:54	2
Dead Reckoning	Stiletto 27	30	4:36:58	3
Third Child	F-27	48	4:45:43	4
Elektra	F-28	30	4:57:03	5
Matador	F-31	-21	6:02:47	6
Patriot	Custom 76	-200	6:02:47	7
Lucky Star	F-31	-21	DNF	

Multihull Class II

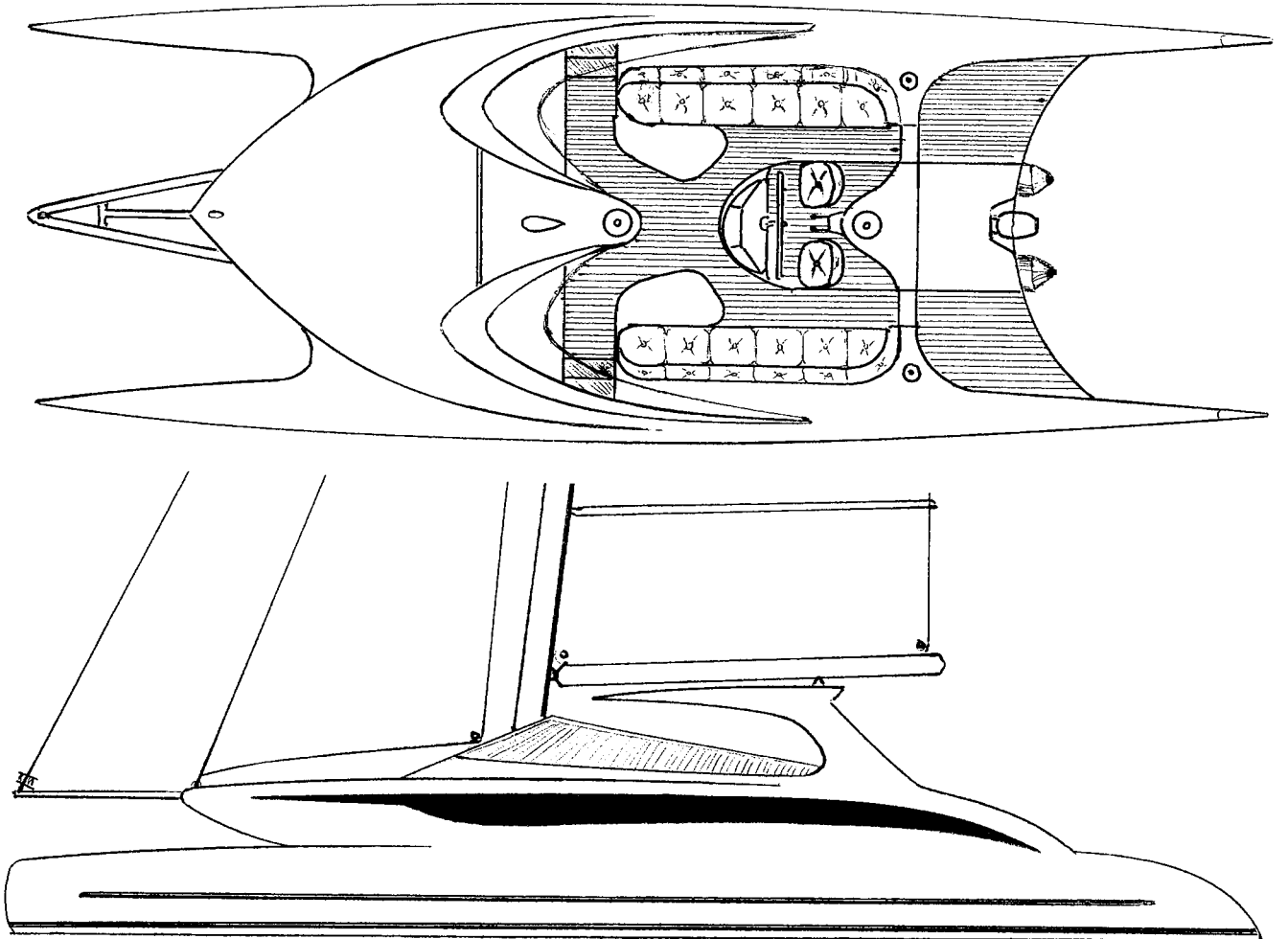
Yacht	Design	Rating	Corrected Time	Position
Catnip	Seawind 1000XL	118	3:56:57	1
Double Trouble	Catana 58	55	4:27:03	2
Due South	F-24	81	5:23:18	3
Bob's Cat	Island Sprit 37	130	5:57:11	4
Silent Wings	Leopard 42	75	DNF	



Photo by Victor Mendelsohn.

The Ultimate Skeeter

by Tom Mestrits



Skeeter 49

I have been a multihull sailor for about 40 years and have seen an evolutionary process in multihull design that has been troubling. Production cruising multihull designs have gone in the wrong direction, becoming houseboats or barges that neither sail nor motor well. There are numerous Crowther, Choy, and Newick 30+-year-old designs that can out-perform most 40+-foot production multihulls today. It amazes me how traditional boating mentality along with marketing forces which must please non-sailors and their spouses has been able to ignore sailing aptitude, safety, and cost, creating a breed of roomarans that look good but do not function well as sailboats.

One of the design features that you see on some of the French boats is twin helmstations located at the back of each hull. These are totally exposed to the elements and the main cabin blocks visibility on the front quarter. Another style of helm station on cruising catamarans is one where the helmsman sits on an elevated barstool peeking over the cabin top. Passengers and guests can add another level of safety as lookouts, but on these boats there is no visibility forward from the cockpit. This is dangerous, inconvenient and does not make sense. To make things worse, most designs hang the dinghy off the stern davits, obstructing the view astern. No design, even in the maxi class, has prop-

er placement for the dinghy.

Over the years I have come up with a list of features that I feel a well-designed performance cruiser must have. I do not know of any design on the market that meets even half of my criteria for a good multihull design. What is a perfect sailboat (notice "sailboat") varies according to each individual, but certain boat design features I think should be universal.

I have been searching for the ultimate in boat design that combines all the good features into one boat. My original *Skeeter* project aimed in that direction and was a great research tool to prove

Continued on page 4.



Ultimate Skeeter *continued from page 3.*

new ideas and demonstrate that it is possible to build light, strong, efficient, comfortable and practical vessels. This design was limited in size (33 ft) for many reasons, but the design concept worked even better than I expected. Just in case I hit the lottery someday, I have been working on the "Ultimate Skeeter" design.

My original design concept was to create a more efficient hull shape that needs less power to move through the

The idea now is to scale Skeeter up from 33 to 49 feet. The beam will be 19 feet to reduce loads on the structure and to be more marina-friendly. I would use a pair of very slender wave-piercing hulls (20 to 1 fineness ratio), and for proper weight distribution, make them 50% longer than the bridgedeck structure. In reality this design is a 35-footer with 49-foot hulls. The underwater shape of these hulls is designed to reduce wave-making, parasitic drag, and also to dampen pitching.

Skeeter 49 would be a total composite structure using a new hybrid Kevlar/E-glass cloth throughout. No metal fasten-

main seating area with two tables and comfortable seats.

Overhead hatches, in my opinion, are not a suitable ventilating system. They are expensive, expensive to install, and weaken the structure where installed. They introduce around 500 BTU of heat for each opening. They are a constant source of leaks, and are absolutely useless when it is raining. Do I need to say any more? My boat will have an all-weather fresh air ventilation system for the interior. This will reduce cost, weight, mildew, and maintenance.

The emphasis of this design is sailing efficiency both in performance and sail handling. All the lines converge at two winching stations, utilizing large two-speed electric winches. The design calls for a moderate size (55 foot) rotating mast, self-tending jib and main, and a total sail area of 750 sq ft. A light-air screecher mounted on a carbon fiber sprit will be designed so the sail can be used to go to weather. The anchor line leads to the forward winch station. Dropping and pulling up the anchor is done from the cockpit using the big power winch. The scope for all lines have a recessed pocket built into the winch pedestal. The helm station is elevated for better visibility, and the over-size (composite) steering wheel can be reached from either side of the cockpit. The instrument panel pivots to face the helmsperson. The controls for the motors are located in the center so they can be reached from either helmseat. The raised helmstation creates a recess for a 12-foot dinghy that is flush with the bottom of the bridgedeck. This will eliminate the ugly oil rig on the back of the boat, dangling the dinghy at the worst possible place for weight distribution.

Two Kubota 38 hp in-line 4 cyl. Diesel motors provide power. These motors are very smooth running and efficient, weighing only 330 lbs. each. Using two-speed Gori folding props, cruising speed will be around 15 knots.

According to my calculations, this boat fully rigged, loaded with fuel and water, dinghy and ground tackle would weigh 800 to 900 lbs. That is one ton less than a Seawind 1000 in spite of a 15 foot longer waterline. Under sail the performance of this boat should be spectacular, and no production boat on the market would come close to it. For a true

Boat design requirements:

- For offshore use 50ft water line with less than 20ft beam
- Single-handed capability in all conditions
- All sail handling in the cockpit close to the helm with low physical effort
- 360 degree visibility in the cockpit and the helm
- Comfortable covered cockpit with good ventilation
- Permanent table in the cockpit, seats with proper back rest
- Anchor launching and retrieving from the cockpit
- Proper bridge-deck clearance to prevent slamming
- Dinghy placement incorporated into the design under the bridge-deck
- Exceptional sailing performance (better than wind speed)
- Small efficient light weight rig and working sails under 750 sq/ft
- Exceptional windward performance with self-tending jib
- Cruising speed under power 12-15 knots with fuel efficiency 10+ miles per gallon
- Range under power 500+ miles
- Engine compartment must be totally isolated from the living quarters
- Unsinkable hulls with multiple buoyancy chambers
- Dry, smooth ride, no wake with shallow draft (2 ft)
- Kick-up boards and rudders
- Enclosed fishing station separated from the cockpit
- Fresh air ventilation for the interior in all weather
- Two private cabins with ample closet space
- Two comfortable bathroom facilities
- 6'-5" head room including the companionways
- Small efficient galley with 12-volt refrigerator.
- Solar power to maintain 12-volt power needs

water, reducing the size of the motors and rig required. Using smaller motors you need to carry less fuel. A smaller rig reduces the loads on the structure. The outside shell is curved to create a lighter and stiffer outer shell. Using modern composites reduces the vessel's weight even further. Most of the interior is part of the structure, so no added furniture is needed. All these things equal a lighter more efficient vessel, reducing cost and increasing performance and reliability.

ers—chainplates, shrouds and mast are all composite. In each hull there is a large private cabin with a double bunk with ample closet space. In the back of each hull is a comfortable bathroom with shower. In the port hull is the galley and the other side has a single bunk for crew. Throughout the interior there is 6'-5" headroom. The cockpit is well-ventilated with 360-degree visibility and can be closed up in foul weather. This is the

September Rendezvous & Regatta

by Clarke Blacker

Our September **masf** R & R (an informal rendezvous and race) was a resounding success! We had six boats and quite a crowd. We began the day with an informal race which Victor Mendelsohn's *Catnip* promptly won. What a surprise.

Everyone had a great time, especially the kids. After the race we all had lunch and did some low-key socializing.

It was especially good to see Julian Rubio's *The Beast* (ex *Hunky Dory*) back in action.

Julian is getting her ready for the Ft. Lauderdale to Key West race in January 2005 with the help of original owner Tom Mestrits. We are all looking forward to her first Key West appearance as *The Beast*.



Photo by Clarke Blacker.



Photo by Jamie Titcomb.

From top right: Julian Rubio officially christened *The Beast* with champagne. The traditional group shot (I was never given the complete list of names so for fear of leaving someone out or of misspelling anyone's name I'm just not even going to try. My apologies to all.



September R & R *continued from page 5.*

Clockwise from top: Sarah Milan gives thrill rides to the kids, Catnip's crew Victor Mendelssohn, Clarke Blacker and Jamie Titcomb at the start, Commodore Jon Nitkin's No Quarter, Clay and Sarah Milan's Two Step suddenly beset by a fleet of young Pramsters, and Walter Steinhard's Don Quixote.



Photos by Clarke Blacker.

Clockwise from top right: As usual, the kids are having a great time, Webmaster Jamie Titcomb looking very intense on Catnip during the informal race, Vicky Bowles relaxing on Catnip's aft-lounge, Catnip, Don Quixote, Two Step and No Quarter rafted up, The Beast, and Arleen Mendelssohn and Nellie Titcomb hard at work on Catnip.





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

Swap stories . . .
 Hear informative presentations
 Meet the Pros . . .
 Check out what's new in Multihull

Photos by Clarke Blacker.



November Rendezvous & Regatta

Clockwise from top right: The fleet rafted up, Clarke Blacker at the wheel of Catnip, Vicky Bowles hard at work on Catnip, Commodore Jon Nitkin's No Quarter and the rest of the fleet close on Catnip's heels, Arnoud and Julie Foucart on Catnip, John McKnight trims the mainsheet on Catnip.



Photo by Paul Chudnow.



Photo by Victor Mendelsohn.



Photo by Victor Mendelsohn.



Photo by Paul Chudnow.



Photo by Victor Mendelsohn.



Photo by Victor Mendelsohn.

masf meetings / minutes

Arnaud Foucart
Recording Secretary



General Meeting,
August 4, 2004 8:00 pm

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

General Business:

It was a great day for the first
Rendezvous & Regatta (R & R). Four
boats were present enjoying a wide variety
of weather (30 knots during a storm).
The next R & R is scheduled for Sunday
Sept. 19th.

The license plates are on sale.

The website is running and improving.

Walter introduces the evening's pro-
gram: The ladies talk about sailing.

Five ladies gave their impressions about
sailing, life on boats and their relations
with the rest of the crew (kids & hus-
bands).

The major point was, the great educa-
tion boats give to the children by teach-
ing them a wide range of true knowl-
edge. The women presenting were,
Corrine Kanter, Sarah Milan, Joan
Smith, Phyllis Chudnow and Julie
Foucart.

Commodore Nitkin ended the meeting at
9:30 pm.

General Meeting,
October 13, 2004 8:00 pm

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

General Business:

Commodore Nitkin commented on the
terrific turnout for the meeting.

It was another great success for the R &
R. There were 6 boats and about 40
happy sailors and their guests. Don't
miss the next one on November 14th.

Walter Steinhard introduced Larry
Gahagan of West Marine, who talked
about risks at sea such as, a trip to
Bimini on a Hobie 16 (he doesn't rec-
ommend it). He also talked about some

safety devices such as; flares, VHF,
PFD, and EPIRB(he does recommend).
He also brought along some great give-
aways from West Marine that were raf-
fled off from the tickets remaining after
the **masf** raffle.

Commodore Jon Nitkin ended the meet-
ing at 9:20 pm.

General Meeting,
November 3, 2004 8:00 pm

Meeting called to order by Vice
Commodore Clay Milan, followed by the
Pledge of Allegiance and self-introduc-
tion of members and guests.

General Announcement: Does anyone
have a manual for a Prindle 16?

Dennis Finkhouse has Outer Banks
shirts (with collar) with an embroidered
masf logo for sale at \$20-\$22 apeace.

The next R & R (R³) is November 14th.
Six members plan to bring their boats.
Those who do not have or are not bring-
ing their boats are encouraged to link up
with those who are bringing theirs. The
race start time is 11:00 hours Eastern
Standard Time adjacent to the
Rickenbacker Causeway. There are
three courses – A, B, & C. Please con-
tact Victor Mendelssohn on his boat
Catnip on channel 68 prior to the start.

If you have any pictures of the Columbus
Day Regatta please E-mail them to
Jaime Titcomb. Clarke Blacker needs
both pictures and articles for the
newsletter. Please send him something
so he can get the newsletter out.

Tom Mestrirts talked about the Jr.
Americas Cup. It was last held in August
2004. These boats are only 25 ft. long
but have solid wing masts and weigh
only 300 lb.

Sailing Services will be entering *Stars
and Stripes* in the Ft. Lauderdale – Key
West Race. The boat is 60 ft. long and
has an 86 ft. mast.

Everyone is encouraged to take videos
during the major races. If there are sev-
eral videos from different boats that can
be edited together to make a more inter-

esting tape.

The **masf** holiday party will be held at
the Miami Yacht Club 1st December
2004 at 2000 hours (8 pm). A show of
hands was requested for those who plan
to attend.

The Columbus Day Regatta will have
only 135 boats total, of which 15 to 16
will be multihulls. Please participate if
you can.

Eric Hernandez has a 40 ft. Trimaran
and needs a crew.

The main program for the night was
Oceanography in the Florida Straits by
John Van Leer

Tom Mestrirts said there is \$2467 in the
treasury.

The meeting ended at 2140 hours (9:40
pm.)

Submitted by Eric Tullberg – Previous
Commodore

Board Meeting,
November 11, 2004 7:30 pm

Meeting called to order by Commodore
Jon Nitkin at 7:40 pm, 8 members were
present.

Treasurer's report: balance \$2500.

The November 14 R & R will start at
11:00 am. Having some concerns about
a cold front coming this Sunday, the B
course was chosen, starting south of
Rickenbacker causeway. 2 Maine Cats,
3 Seawinds, 1 Contour 50 and *The
Beast* are expected. We have to try
reach more boat owners; 1 F27 and 1
Gemini.

The next R & R (R⁴) is scheduled for
Sunday December 12th at 11 am.

There has been discussion about the
upcoming Holiday party. The food has
been chosen from the Club menu direct-
ly, putting the price at about \$500-\$600,
offering everyone a good selection.

Commodore Jon Nitkin concluded the
meeting at 8:45 pm.

Respectfully submitted, Arnaud Foucart,



masf
 Holiday Party
 Wednesday, December 1st
 Come One - Come All to our clubs social event of the year!
 8 pm at the Miami Yacht Club

The next
masf Rendesvous & Regatta
 is scheduled for
 Sunday, December 12th
 The start is at 11 am
 off Marker 69 just South of the
 Rickenbacker Causeway bridge.
 Be there or be square!

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.

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masf Board Contacts:

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Board of Directors	Gary Lehnertz	561-737-2758	N/A	garyguru@bellsouth.net
Im. Past Commodore	Eric Tullberg	305-255-2594	N/A	ebtullberg@aol.com
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Boat Owner: Yes No Current Past Catamaran Trimaran Other _____

Boat Design _____ Boat Name _____

Comments _____

My interests are: Racing Cruising Weekend Rendezvous Boat Designs Boat Building Diving

Computers Photography Ratings Committee Publicity Fund Raising

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

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

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



Have You Joined masf Yet?

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

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

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

Membership:

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

Meetings:

masf meetings are on the first Wednesday of each month. For more information look for the "Blue Postcard" mailed to members, or visit www.masf-multihulls.com 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

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

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