



Regatta a Success in Spite of Challenging Weather

by John Van Leer

There was a forecast of scattered thunderstorms and we passed through light land breeze rain showers while driving down to *Don Quixote's* dock. So, what else do you expect on a mid-July morning in Miami?

Capt. Tom Mestrits got us under way as the sky brightened up. We motored northward toward Rickenbacker and the starting mark while a gentle southerly breeze filled in. Tom's crew consisted of Rear Adm. Walter Steinhardt, Don Seidler and John Van Leer. Ahead we were closing in on Victor Mendelssohn's *Catnip* with its distinctive grey square-topped mainsail and screecher. Victor's crew consisted of his wife Arleen and his sister from San Diego. Commodore Jon Nitkin soon met the congregation in his sharp looking Maine Cat 30. Vice Commodore Clay Milan's *Two Step* joined us, rounding out the four boat fleet. Victor called the start for 11am sharp.

Tom demonstrated the *Don Q's* tacking agility before the start, depending upon Walter's newly installed self-tacking setup. It features a straight Harken captive bearing jib track mounted athwart ships on the deck just ahead of the mast and a turning block located at the base of the forestay. A second turning block, with a becket, rides on the car, which slides back and forth on the track as the boat tacks. The jib sheet goes through the forward turning block, through the traveling block, to a block on the jib clew and is secured to the becket on the car block.

This setup controls the sail shape perfectly on both tacks since it includes the stock position of the separate tracks for which the jib was cut. Tom made deliber-



MASF Members (left to right): Ethan Nitkin (7), Noah Nitkin (4.5) and Luke Milan 7.

ately sloppy tacks and the boat easily made it over to the new tack without fail. The momentum of the *Seawind* was sufficient to carry *Don Q.* through each tack without losing much speed. I didn't realize tacking could be such fun!

The start to windward sent the four boats tacking off toward the first mark just north of the main Dinner Key channel marker. Shallow water on the west side of the course forced one boat after another to tack off toward the east. Tom doused the screecher before our first tack and kept it rolled up till we rounded the first mark in first place in spite of a healthy crop of barnacles on *Don Q.* Clearly the working jib alone plus the fast and easy tacks were outperforming

the screecher-equipped *Seawinds* beating to windward.

While sailing in a southeasterly direction toward the next mark, the fleet encountered a developing squall line with 30 to 35 knots of wind. The crew on *Don Q.* were not able to get the screecher rolled up fast enough or tight enough to stand the squall without starting to unroll, so Tom lowered the whole screecher and furler with the halyard and we sailed on the working jib while Tom fought to get the screecher secured along the starboard side before any damage could occur. When we looked up from our adventure, we were still sailing fast

Continued on page 3.



More Rendezvous Regatta!

by Victor Mendelssohn *CatNip*

Our first **masf** *Rendezvous Regatta* was held as planned Sunday, July 25. Four cats met and started at marker 69 near Rickenbacker Causeway. The forecast was 5 kts southeast with a chance of boomers later in the day. The first part was right but just. At the start which happened at 11:30 the wind speed started to climb to 10 kts. with the wind out of the southwest, right on the nose, so on a port tack we were getting into very shallow water, ask our commodore John Nitkin on *No Quarter*.

Anyway, after a good deal of tacking *Don*

Quixote, *No Quarter*, *CatNip* and *Two Step* rounded the first mark. the second mark was to be Flashing B across the bay west of the South tip of Key Biscayne.

By now the sky to the southwest became very black, followed by a good breeze of about 32 kts. We all hove to and waited for the storm to go up the west side of the bay so we would then continue on our trek to the finish at Black Ledge. But this storm didn't go due north instead it went northeast pretty much over us. We waited out the passing of

the storm and cut our little jog to Chicken Key short and ended up at the anchorage off the shoal at Key Biscayne.

The rest of the day we spent swimming, eating, drinking, and telling stories.

Four boats — three Seawind XLs and Maine Cat 30 — with a total of 18 sailors sailed that day. Although we did not complete the “race”, that was just great, we were all winners and enjoyed each other's presence at the raft up.

See you next time.



Regatta *continued from page 1.*

toward the next mark. Tom noticed the other boats were without jibs and asked by phone if there was a new plan.

After the squall, we abandoned the race and rafted up in calm sunny conditions near the entrance to Hurricane Harbor at Key Biscayne. As you can see in the pictures, little boys still are compelled to climb to the cabin tops and big boys still swap war stories from the squall and resultant gear (big toy) problems were compared. Wives, kids and friends made for a lively time with ample food and drink. A delightful family time of swimming and socializing and a good time was had by all. The commodore showed us his secret flag. Does this indicate a new direction for future **masf** activities?

Right: Catnip against a threatening sky.

Below: Members gather for the group photo. A wonderful time was had by all.





More Rendezvous Photos

Clockwise from the top left: Members kids gather aloft on No Quarter, Aleen Mendelsohn and Victor Mendelsohn's sister on Catnip, No Quarter under sail, Captain Tom Mestrts, Commodore Jon Nitkin and his secret flag, No Quarter and Catnip battle it out on the water.



Battery Power For Cruisers

by Sackville Currie (Extract of a talk given at the July 2004 meeting)

For marine use, the best batteries that money can buy are Ni-Cad batteries. Virtually indestructible, they have a life span of up to 25 years

- Nigel Calder

Mr. Calder's statement on Ni-Cads is intriguing, but because he doesn't explain why they are the best marine batteries, nor enumerate their advantages and disadvantages, it is difficult for the sailor to evaluate whether they would be appropriate for his or her vessel. It is hoped that what follows will shed some light on the subject.

Ni-Cads are commonly regarded as

being too heavy, too bulky, and too expensive for a sailboat, especially a multihull. And don't they also suffer from the infamous "memory" effect, which gradually reduces their capacity?

The purpose of this short article is to compare wet-cell, pocket-plate Ni-Cads (NC) with Lead-Acid (LA) batteries, as they pertain to house bank use (as opposed to engine cranking use) in a sailing vessel. In the following table, the slightly varying characteristics of different Lead-Acid batteries (e.g. deep cycle, sealed gel, AGM) have been reduced to a summary of their generic characteristics. The different types of Lead-Acid batteries will vary somewhat from this,

depending upon their type. For example, some can handle deeper discharges better, others are very quickly damaged by overcharging, etc.

It is the view of this writer that Ni-Cads are not too heavy (in fact they can save you weight), nor too bulky (on a multihull where is usually an excess of stowage space), and that over their life they can actually save you money, while providing better performance than a Lead-Acid battery bank. And, wet-cell pocket plate Ni-Cads do not suffer from the memory effect, although they do need a full recharge periodically.

NI-CAD Advantage	Explanation
Save Weight:	LA: 30% of capacity usable (50% - 80% range) NC: 60% of capacity usable (30% - 90% range) If you need 160 A/h of usable capacity, this requires a 535 A/h LA bank, but a 260 A/h NC bank will suffice. Save 200 lbs wt.
Long Life:	Depends upon depth of cycling. Theoretically the same life as LA, eg 2,400 cycles @ 50%, 1,200 cycles @ 70%. However, LA longevity only occurs under laboratory conditions; any electrical or mechanical abuse will quickly shorten life. For LA, typically expect 800 cycles at 50% discharge.
Structural Integrity:	LA: the lead plate is both the structure, and the active material. Every cycle causes internal physical damage. Shedding of the lead plate material eventually leads to sudden structural collapse. NC: The active material in the cell is not structural, only electrical. The structure of the internal plates is steel, which does not react with the alkaline electrolyte. After 25 years the structure is still intact.
Indestructible:	Ni-Cads are not damaged by electrical or mechanical abuse that cause premature failure in any Lead Acid. Deeply discharge, repeatedly; Leave completely discharged; Recharge in 1-2 hours; Grossly overcharge; Never equalize; Fry or freeze.
Fast Recharging:	LA: Will only accept fast recharging if well discharged; but this results in early death. But keeping discharge level above 50% means slow recharging, and longer engine running time. NC: Will happily accept high currents (25-50% of capacity).
High Recharge Efficiency:	On recharge, the NC is 100% efficient up to 90% full. The last 10% is at 60% (offer 1.4 amps to get 1.0 amp in). This is similar to a brand-new LA. However, the LA efficiency drops radically as it ages (mainly due to increased self-discharge).
Low Self-Discharge Rates:	New deep-cycle LA's self-discharge about 6% per week. As the LA ages, this increases to 20-25% per week (= more recharging). NC self-discharge rates hold steady at 5% per week.
Maintains High Output Voltage while being Discharged:	20% discharged: 13.2v 50% discharged: 12.7v 70% discharged: 12.5v 90% discharged: 12.4v Means less v. drop in cables, better performance from appliances
Individual Cell Failure does not Disable Battery or the Vessel	If a LA cell fails, that is the end of the battery, as the cells are sealed inside. In older LA's, sudden death is not uncommon. A 12v NC battery is made up of 10 discrete cells. If one cell dies, it can be removed from the pack, and the battery will still provide 11.5-12v in use, and can still accept the same 16v charging sources without damage (will need more water.).

Continued on page 8.



masf meetings / minutes

Arnaud Foucart
Recording Secretary



General Meeting of June 2, 2004, 8:00 PM

25 members & guests present

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

General Business:

Commodore asks all members to check their address on the list. He asks for volunteers to distribute newsletters. Commodore announces the organization of 3 or 4 sailing events for the coming year. he would like the club to become more active.

Walter presents the program of the night. Clay Milan discusses his reasons for switching from monohulls to multihulls. He tells us about his cruising and live aboard experiences, and confirms our reasons for choosing multihulls: speed, comfort - no heeling, easy to maintain, shallow draft, and as Sarah Milan added, safer for kids & there is more privacy because of the two hulls on their Seawind 1000 *Two Step*. Their conclusion was, "Why didn't we buy one sooner."

Commodore Nitkin ended the meeting at 9:30 PM.

Respectfully submitted, Arnaud Foucart, Secretary.

Board Meeting, June 17, 2004 at 7:30 PM

Meeting called to order by Commodore Nitkin.

8 members present.

Members volunteered to distribute blue cards.

There will be notices of upcoming general meetings, one week prior to the meetings, in the local papers: Miami Herald, Sun-Sentinel.

Discussion about getting multihull dealers involved in the club.

The ad prices for dealer membership will be reviewed.

Clay Milan volunteered to organize the Rendezvous Regattas.

- 1st Rendezvous Regatta - July 11th
- 2nd Rendezvous Regatta - Sept. 19th
- 3rd Rendezvous Regatta - Nov. 14th

The first Rendezvous will be advertised at the general meet-

ing and by e-mail. The final course will also be announced at the meeting.

Treasurer's report, \$2449.17.

The license plates will be available for sale at the next meeting for \$10.

Lynda (Commodore of the Miami Yacht Club) started a new embroidery business, and will work on the burgees.

The secretary noted the complaint from Jon Nitkin about Seawind's handicap.

Next Board Meeting is July 15, 2004 at 7:30.

General Meeting of July 7, 2004, 8:00 PM

Meeting called to order by Commodore Jon Nitkin at 8:00 PM.

25 members and 8 guests present.

General Business:

The new chat room is on the website.

The Rendezvous Regatta is scheduled for August 25th. The course is given on the website and in the newsletter.

Walter Steinhardt introduced Sackville Currie for the evening's program. He talked about his experiences on multihulls: 2 cats, 1 F27. His current project is a modified Kelsall 42, which is strong and seaworthy with a long waterline. It is energy efficient and the construction method includes the hi-tech infusion system which helps to control quality and weight. The program also included a speech about nickel-cadmium (Ni-cad) battery cells versus lead acid. Based on Sacky's experience, the Ni-cads are superior on many points. They are lighter and faster to recharge. They have a longer life and a greater resistance to abuse.

Commodore Nitkin ended the meeting at 9:30 PM

Respectfully submitted by Arnaud Foucart.

Dock Space in Fort Lauderdale?

masf was recently contacted by Hank Walden, who sails a PDQ36 named *Catnap* in the Long Island Sound. Hank is coming down to our area in November and is looking for dock space. He is interested in joining the club and meeting other multihull sailors in the area. You may contact him via email at: hhw@nedlaw.com.

Sailing from a Woman's Point of View

August 4, 2004 MASF Meeting

masf members Corinne Kanter, Joan Smith, Sarah Milan, Phyllis Chudnow, and Julie Foucart presented one of the best programs of the 2004 season at the August 2004 general meeting at the Miami Yacht Club. Everyone felt that sailing together was a wonderful family experience, especially for the children. Children grow up to be more self-confident, self-reliant and able to converse well with others, including adults. It was also pointed out that sailing together helps couples to practice working together as a team, which has obvious positive benefits off the water as well.

However, you guys had better take notice, they were not all very complimentary about the way that they were being treated sometimes, usually when everyone is just getting started. Suffice it to say that we should all pay more attention to our manners and do a lot less yelling. It was a stimulating discussion and everyone enjoyed it immensely. We look forward to having more discussions like this in the future.



MASF Member Corinne Kanter (Karmin Cobra 32).



MASF Member Sarah Milan (Seawind 1000XL).



MASF Member Joan Smith (Tobago 35).



MASF Member Phyllis Chudnow (Maine Cat 30).



MASF Member Julie Foucart (Nacra 20).



Battery Power *continued from page 5.*

What are the disadvantages of Ni-Cads?

Because there are 10 cells required for a 12v system, they will be too bulky for a small battery bank or small vessel. If the requirement for your house bank is for 100 amp hours or less, they are probably not feasible.

The electrolyte will become contaminated by contact with air. Thus the cells come with a layer of oil on top of the electrolyte. While this layer of oil is thick enough for stationary use, it will allow electrolyte contamination if the cell is bouncing around in a seaway. You need to add more oil for marine use.

A 10-cell, 12v Ni-Cad battery requires higher charging voltages (16.0-16.5v). This may require a smart regulator for the engine alternator, and choice of solar panels and wind generators that have a higher output. Alternatively, you can drop one cell and go with a 9-cell bank, which will work with the normal 14.4v charging voltages standard for Lead-Acid batteries.

If your engine cranking battery is Lead-Acid (as is likely), the charging voltages of your system will be too high for the Lead-Acid battery. This adds a slight complexity to the electrical system, as you will have to insert a diode or two in the charging cable to the Lead-Acid battery, to drop the charging voltage from 16.5v to 14.4v.

They are not readily available worldwide.

And Advertisers . . .

Stretch Your Seawind 1000 to an 1100XL!



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

Only \$4950! *plus crating and freight*

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

3/6

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 Finkhaus 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 September meeting and see Dennis to get yours.

3/6

Calvert Sails
FIRST when seconds count!

Calvert Sails launches new Web site:
www.calvertsails.com
to better serve our customers

Multihull sails for racers and cruisers

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




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

Call for more information or visit us on the web at
www.mecat.com

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

masf Board Contacts:

Position	Name	Telephone	Fax	Email
Commodore	John 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	capttommes@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 Ratings Committee, Newsletter, & Membership	Clarke Blacker	561-310-7394	call first	clarke@clarkeblacker.com
Board of Directors	Victor Mendelssohn	305-232-2815	305-251-5841	catnip3108@aol.com
Board of Directors	Gary Lehnertz	561-737-2758	N/A	Wizard@omi.net
Im. Past Commodore	Eric Tullberg	305-255-2594	N/A	ebtullberg@aol.com
Webmaster	Jamie Titcomb	561-966-3194	561-965-4881	jamie@tit.com

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

Name _____

Address _____

City _____ State _____ Zip _____

Occupation _____

Home Phone _____ Cell Phone _____

Office Phone _____ Fax _____

Email Address _____

Boat Owner: Yes No Current Past Catamaran Trimaran Other _____

Boat Design _____ Boat Name _____

Comments _____

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

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

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

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

Have You Joined masf Yet?

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

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

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

Membership:

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

Meetings:

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

