



Cruising Stories

WHAT DREAMS ARE MADE OF

By Dudley Clark and Becky Butler

We talked about it, we dreamed about it and then we realized that we could REALLY do this. We went on the cruise of a lifetime on Altair, our 34' Tartan, for five superb months! Our dream was to reach the Virgin Islands. Executing our preparations took as long as the cruise itself. We had so much to do that it was overwhelming at first yet once we realized that our wish lists and our 'must do' lists were shrinking, nothing could stop us!

After a fabulous bon voyage party and a glorious weather window, we sailed away on March 6. We headed for the Gulf Stream on a close reach and *doncha* know before we left the Stiltsville channel the auto pilot died. (We thought we fixed that!) This was the first of many challenges we faced and in retrospect rose to each and every one as a great team!

We had an uncomfortable rocky, rolling Gulf Stream crossing, but we brushed that off and had a couple of hours rest at Gun Cay. We were so excited to get some miles clicked off that we raised the anchor and took off over the Bahamas Bank. We had a full moon that night, the wind was blowing 15-20kts and the water was like a milky, foamy green monster! We couldn't see a thing except our new best friend, our new G.P.S. and the compass! It felt like we were in the Twilight Zone...

The sun rose brilliantly for an awesome arrival at Chub Cay just long enough to clear Customs, declare our kitty and share our plans with some fellow cruisers we met! They had great inspirational yarns to spin and lots of well wishes for our journey ahead!

IT'S REALLY HAPPENING...YIPPEE! We wanted to make as much *easting* and *southing* as quickly as possible so we kept moving to our next stop, Nassau. We stayed for a night and then raced off for Normans Cay! Really nice place...but we gotta go! Wardwick Wells, our favorite so far and our longest stay up to now because the wind was heavy at 30kts+. The diving, hiking and potluck dinners with fellow cruisers plunged us into the 'groove' and we were really eager to carry on! We met a couple of 'full time' cruisers, Richard and Deb, who became very good friends!



Now it's the 15th of March and the wind was predicted to remain strong for the next few days so we stopped at a little jewel called Compass Cay! We met two more couples we would hang out with later on and by the 19th we were at Staniel Cay! So much for movin' on! We got slammed with high winds and thanked our lucky stars for a good anchorage that held us secure until the 27th. We had 40k+ gusts at times and the sloop shivered and the rigging shrieked relentlessly. It was NOT dull!

(continued on pg 4)



2004-2005 Officers and Committee Chairmen

Flag Officers

Commodore Jack Hamm
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 Vice Commodore Vladimir Stroleny
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 Rear Commodore Jim Clark
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Fleet Officers

Fleet Captain Wil Bourne
 Fleet Chaplain Brian C. Schofield
 Fleet Surgeon .. Dr. Nicolaus Martens

Board Members

Gonzalo Bellini	Jonathan Milley
Steve Hatch	Ann Platt
Steve Hawkins	Bud Price, PC
Mike Lovelady	Charles Rahn
Nick Martens	Steve Yavner

Club Manager - Scott Salzberg

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 BBYRA Rep David Kurtz
 By-Laws Mike Weber/Andrea Stringos
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 Protocol Larry Whipple
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 Strip Steve Hawkins
 Web Master Beth Hernandez

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COMMODORE'S REPORT

Enclosed in your last Channel were proposed by law changes approved by the Board of Directors. These changes will be brought to General Membership for approval during a Special Membership Meeting planned for November 18. Ratification of the Social Membership is the most important issue. This change is imperative to the long-term survival of our club. As you are aware, the club is operated on city property and the lease has expired several years ago. The future use of this property is now under consideration by the Waterfront Master Plan. Under this project, a group of consultants will develop a plan for the waterfront usage based on input from the community and the city. In order to ensure that the club remains a vital part of this plan, we must be recognized as valued partner of both the city and the community. The social membership is key component in demonstrating our commitment to a long-term partnership by opening the club to our neighbors and sustaining a solid City of Miami representation. Several important city officials and community leaders have now joined our club as social members. I hope that you will support this important initiative. If you have any questions or concerns regarding the social membership, please bring them to the attention of your Board of Directors or voice your opinions during the General Membership Meetings.



On the subject of positive partnerships, our Rear Commodore, Jim Clark, and our Sailing Director, Britt Price, have been working hard on the development of a new partnership with Miami-Dade Schools. The new program is called "The Coconut Grove Sailing Club Marine Academy". Under this program, students will be provided the opportunity to learn about beautiful Biscayne Bay and the sport of sailing right from our docks. Mike Lovelady donated his services in providing a professional brochure to help promote the program. We are very excited about the prospects of this new program. Please congratulate Jim, Britt and, Mike on a job well done.

In paying our respects to this season's hurricanes and to provide relief to the unfortunate victims, the club cosponsored a Hurricane Relief Party with the help of DinnerKey.com. The "Hot Pie Club of Miami" played smooth jazz on the veranda while members enjoyed a special menu and a raw bar. During the event, bar prices were increased by \$0.50 with all proceeds provided to the American Red Cross recovery efforts in Haiti. That was a great event and a good cause. We will be sponsoring additional fundraisers in the near future.

Speaking of hurricanes, the southerly winds brought by Jeanee took a toll on our dingy dock. Therefore, the replacement had to be expedited in order to ensure the safety of our kids. Once the City signed onto the permits, our Vice Commodore, Vladimir Stroleny, went to task with the assistance of our dedicated dockstaff and some key volunteers. One interesting challenge of the project was the repair of the ramped section. This task required a feat of engineering that only Bill Beaver could deliver. In true "Junkyard Wars" fashion, Bill and Tom scavenged-up materials and built a floating-crane-dock-repair contraption. This apparatus consisted of the mooring's A-Frame, the hoisting beam used for the launch, a 2,000# mooring counter weigh, and a 50:1 chain fall. Using this floating rig, Bill and Tom were able to hoist a 20'x10' wooden dock section several feet above the water to allow for necessary repairs and the installation of new floatation. Once again, Vlad did an excellent job in coordinating this effort. Special thanks to John Pistorino, Charlie Branning, Bill Beavers, Tom Malone, and my beautiful wife Clare Hamm for making the project possible.

Now onto the Commodore's report... Operations of the club continue to be smooth. Our Manager, Scott Salzberg, recently performed a detailed cost analysis of each menu item right down to the amount of salt. In some cases, we were selling an item below cost and others over-charging. It has always been our goal to provide the best service at the lowest cost. However, we still need to pay that power company which I am so partial to. Therefore, you may notice a few minor price adjustments. This month we will be hiring a new "Assistant Manger / Dockmaster". This position has been upgraded in order to help the management needs of our growing membership. The club continues to operate within budget and your Bridge has been working hard to make improvements. Thus far, the Board of Directors appears to be satisfied with our performance – it should be a good sailing season.

One last item, don't forget to set your sails for our Thanksgiving Rendezvous at Elliot Key. This is one of the great traditions of the club where Turkey's arrive by sea (sorry about that).

Fair Winds

Jack Hamm, Commodore

VICE COMMODORE'S REPORT

It has been a busy month at the club. Members and staff have been working on replacing the old dingy/pram dock and should have the new dock finished soon. The staff and volunteers are in the process of checking all the moorings that were occupied during the storms. It is a tedious process. Frank our dockmaster has resigned and we are in the process of finding a replacement. We are interviewing applicants and should have a replacement soon. The mangroves and seagrape tree have been pruned. The roof was not in the best shape prior to the September storms, but the storms have taken their toll. The roof of the club needs to be replaced and we are getting estimates for replacing the roof. The replacement of the roof was approved several years ago by the CGSC board. However, with the lease negotiations not moving forward, this expense was delayed. The time has come for the roof to be replaced. Our lease states that we have to maintain the property.

I hope the city will let us enjoy this new roof for many years to come. On the lighter side, there is a new bike rack by the seagrape tree and people are beginning to use it.

We are looking for volunteers that would like to share their talents with the club. So do not be shy and tell us how you can help. There is always something that needs to be done or some committee that needs help. For example, the race committee always appreciates a helping hand or there is always a need for a person that likes to repair boats. So please come to the club and share your talents.

Vladimir Stroleny, Vice Commodore



REAR COMMODORE'S REPORT

The first cold front of the season moving through South Florida can mean only one thing - the chance of an other hurricane scare is as likely as a snow squall on Biscayne Bay in November!

With the favorable change in weather, our sailing season heats up. This past month we kicked off the first new sailing program here at the CGSC in quite some time: The Coconut Grove Sailing Club Marine Science Academy. This program is a partnership with Miami-Dade County's Division of Life Skills and Special Projects, and will bring middle and high school students from around Miami-Dade County to our Club. Students will enjoy learning about the many facets of the treasures our Biscayne Bay waters hold. Environmental awareness, learning to sail, and exploration of careers in marine-related occupations will be covered. City of Miami students will be given preference in enrollment, and the program is available to both able bodied and physically challenged participants.

We will be beginning other new sailing program initiatives soon, and will need your help. One way you can help is to volunteer your time. In only a couple of hours, you can help paint an Opti or Pram. We have Youth and Adult programs that need member volunteers to provide assistance. Your effort will make a difference.

Another initiative we're experimenting with is bringing people interested in watching sailboat racing out to the races, via our "pontoon boat". Contact Ron Rosdorfer if you or someone you know is interested.

The US Sailing National Sailing Programs Symposium is just two months away. We will be hosting a variety of events at the Club. Those interested in serving on behalf of the CGSC should contact me or Britt Price. This is an excellent opportunity to showcase our Club's efforts to our colleagues from sailing organizations around the country, and learn how to promote the sport of sailing to our neighbors here in Miami.

As always, I look forward to your suggestions about how to make our sailing programs better, and welcome your participation in our Club's activities.

Fair Winds,
Jim Clark, Rear Commodore
rearcommodore@cgsc.org



SECRETARY'S REPORT

November is the month of Thanksgiving.

As sailors,

WE have lot's to be Thankful for:

WE can sail 365 days a year

(prepping a boat for a storm IS SAILING!!!)

WE enjoy mild winters with little humidity,

WE have a mini lobster season before the restaurant run up the price,

WE have a great Friday Happy Hour Raw Bar,

WE have an entertainment committee to enjoy,

WE have a beautiful Bay to sail on,

WE have a beautiful Bay to race on,

WE have the Keys and Bahamas sooo close, and finally 10,

WE BELONG TO THE GREATEST SAILING CLUB!!!!!!

(Sorry, I forgot number 9: WE have the Columbus Day Regatta)

I know it was hectic last month. I saw this Club come together and saw a lot of good spirit and humor. I wish you, your family and crew the best and now:

LET'S GO SAILING!

Happy Sails,

Marc Buller, Secretary

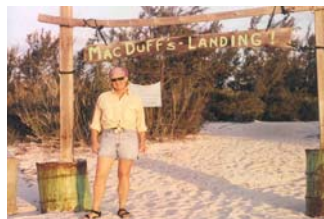


We made many stops between The Exumas and the Dominican Republic! We had things break, nerves twisted and patience tried! If we had to sum up the trip south thru Farmers , Lee Stocking, Georgetown, Conception, Rum and Mayaguana ...ENDLESS, EXCESSIVE WIND! If we were going to be tested, the next few weeks did it! Thank God for our SENSE OF HUMOR! We drew from our creativity, love and energy!



We started traveling with a couple, Richard and Deb, S/V SUNBURST, who became our 'guiding angels'. We shredded our mainsail, were always chasing down ice, and water...and things always were breaking and burning out! Our 'angels' made us water, ice and invariably had the solution or part to fix our problems. They were caring; incredibly, knowledgeable and very fun to be with...not to mention their huge, brilliant stern light we followed that didn't waiver...they had an autopilot! Lol

We FINALLY got a break to head for the Turks and Caicos.



This was not our longest passage, but it was rough, heavy seas and wet! Here we go again.... when we arrived at Sappodilla Bay that blustery morning it was blowing like stink! We just crashed! We'll decide what to do next later, much later!

We managed to tough it out in the Turks and Caicos. We sadly realized that our southern most destination would be the Dominican Republic. After ten days at him Caicos Shipyard, ugh, Chris Parker, via Sunburst's SSB, gave the GOOD NEWS! "Perfect N'easter to sail to the Dominican!

Bruce VanSant wrote a guide called the "Gentlemen's Passage South" and it became a 'bible' for 'our' thorny passages emphasizing the times to arrive....what to do and not do...and reiterated the necessity to follow his explicit instructions entering Luperon Harbor, which we did!



What he did NOT describe was the most magnificent sight of a verdant mountain range with the rising sun in the morning mist, and the palette of color before us.... BREATHTAKING!



We met sailors from all over the world and the common denominator was their freedom and love of the cruising community. The most surprising was so many of these cruisers sold their homes and businesses to live out their dream. They completely understood there is no guarantee in LIFE! LIVE NOW...

We realized that it's NOT about the almighty dollar...it's about love, helping each other and gloriously challenging yourself each and every day and sharing that with people just like YOU!

Our friend Jim Fawcett joined us in the DR to sail back to Georgetown. The next few days were filled with provisioning and saying our misty goodbyes to our new friends that made a GIANT impression on us!

We had a great sail, a 48 hour straight shot, passing the T&C's and Mayaguana to Rum Cay! A short stop for fuel, ice and lunch evolved into Dr. Jim making 'house' calls for the sick puppies and kitty! What a treat to have Jim with us! We had enough time before sunset to get to Conception and it was a super finish to a long leg!



We sadly put Jim on a plane for the States and couldn't thank him enough for his expert watches, cooking and warm fun companionship. We hate goodbyes!



We serendipitously squeezed a side trip down to the Jumentos with a couple on a 27' trimaran...Wow! A great time! Unfortunately, the "hurricane" clock was ticking so this was a very short excursion and we resumed our 'northerly journey'.

We did manage to squeeze some fun in Eleuthera, Spanish Wells and the Berry's before reluctantly pointing the bow west for home! "NOOOOO, NOT YET". We would never really be ready...we were hooked! As hard as we tried to gloss over the hard cold clues like running out of propane, saltwater



foot pump in the galley bit the dust, our dingy fuel was very low (no exploring, no place to get fuel) and STORMS... we had to go!

We had a tumultuous crossing of the Bahamas Bank, big storms, lots of lightening, engine overheating and CLEAR signs to go HOME! We were crossing the Gulf Stream with the wind on the nose and it was rough and wet! We still would do again in a heartbeat!

As we were approaching the channel to the Club we had some serious discussions about selling



Altair and theTownhouse to get a big, roomy CRUISER! HUMMMMMM! ANYONE CAN DO IT....We rose to the challenge and had a DREAM COME TRUE!

Cruising - A Tribute to Sailing

I never sailed until I was eighteen years old, home from a first year of college and bored. That summer (1983) I worked on the Christo Surrounded Islands project, met a few crazy folks from the Dinner Key Anchorage, hauled some canvas aloft and my life changed for good.

There was the trip to Soldier Key, one of my first sails, made at night on a whim with a friend who stood on the bow and directed me at the tiller through the shoals by moonlight. In the morning, the wooden house and the treehouse were there to explore and the caretakers, Brad and Lynne welcomed us with coffee and a hot breakfast.

Snorkeling among the mangrove shores, we could hold the seahorses in our hands and watch them wrap their tails around our fingers.

I remember the approach to the Azores after 26 days at sea – a grey dawn with a cloudy skirt rising to quietly reveal the green terraces and sparkling houses of Faial, the smell of cows and grass heralding the end of nearly a month at sea.

On the crossing, there was my cozy v-berth on the wooden yawl and the sound of sloshing and the occasional slap of the ways as our ship cut a steady path through the waves.

In the Azores, a new friend and I entered our sailing dinghy in the cruising regatta, finishing last against the other boats but enjoying a beautiful day sailing across the Canal do Faial with the volcanic cone of Pico behind us.

Ascending 8000 feet up a steep grade to the top of that mountain, I remember the cold air of the higher altitude and of sleeping huddled together in a volcanic cave with a group of freezing locals. The sunrise viewed from the top of the mountain, with the neighboring islands visible through clouds beneath us was worth the difficult and uncomfortable hike.

In Abaco, Bahamas there were the voices of the Haitian worshippers, a drum and an out-of-tune guitar projecting their powerful spirit in an open-air tent on a Sunday morning.

I remember the taste of ripe, yellow papayas, sapodilla fruits, sugar-apples, breadfruit and other delicacies harvested by a friend sitting on my shoulders where she could reach the higher branches.

One night, a trio of us met on a moonless night; a friend and I and an old man who wanted more than anything to be sailing on his boat, but whose family couldn't understand and wanted him "home and safe." On the little shell island (now covered by trees and scrub) with a dory propped up with the oars as a wind-break, we made a fire, cooked dinner in an iron pot and watched the sparks fly up into a sea of stars.

In the Dinner Key anchorage, a man with a schooner and a hand-cranked ice-cream machine was to become a life-long friend. The ice-cream and music attracted a stream of interesting characters and boundless Sunday night reveling.

After Hurricane Andrew, there was the shock and sadness of finally locating a friend's boat. It was ashore and as I walked through and gathered up soggy photographs and salvaged what I could, I realized that I was standing not on the floorboards, but on the earth. Everything below the waterline was gone.

There was that calm summer night in the secluded anchorage at Man-o-war Cay where I sat on the deck and

watched a phosphorescent dolphin gliding among the boats, graceful and glowing green in the crystal water.

In the Exumas, at Allen's Cay, I sat alone, tossed and tumbled as the Christmas gale of 1989 battered the shore and tossed coronas of spray and drift over the rocky island and the iguanas shrieked and howled malevolently through the black night.

I recall motoring through Norfolk after a slow trip up the dismal swamp canal, delivering a sailboat with an unreliable engine by myself to the Chesapeake Bay. Around me, submarines, aircraft carriers, old liberty ships and ocean liners towered in drydock or moored to the shore, making my vessel feel like a toy.

One afternoon, while flying back to Abaco, I found myself in a conversation with a pair of newlyweds who were on their way to a Marsh Harbor honeymoon.

"How can you live like that, without television or hot water?" he asked.

"Don't you ever get seasick?" she added, "Do you ever get claustrophobic on a little boat?"

"Aren't you afraid?"

I paused for a moment and the answer came.

"Sailing is a lot like love. There are rocks and shoals and other dangers. There are cold, wet, windy nights where your soul is exposed to the harshest elements and the most miserable conditions. It can make you so sick, you wish you would die.

But when the wind is just right and the waves are sparkling, when the trees appear over the horizon just where you expect them to appear, and the dolphins are jumping and the rigging is singing, there is no more joyful feeling in the entire universe.

Fear is a natural consequence of being aware of the risks, but for those who face their fears, the rewards are beyond measure. Fear most for those who never sail on a lee shore or cross the Gulfstream at night."

Sailing and my introduction to it on Biscayne Bay has been the most profound influence on my life, leading to great friendships, sad losses, great adventures and wonderful memories. The things I have touched and the people I have met influence everything in my life. To those who venture across oceans or merely bend a small piece of canvas to a dinghy's mast, I salute you and the gifts you have given me.

-Dave Bricker October 16, 2004

SPECIAL MEETING

The November General Meeting, to be held on Nov. 18, will be a special meeting for the purpose of voting on the By laws changes and any other matters that may need the club members attention.

The River Cruise: A “Swinging” Time

By: Charlie Fowler

It all started at 5 AM when we rolled out of bed. By 6 o'clock we were on the road, Nancy and I, and our canine “Muffy.” It felt pretty weird pulling the boat with no mast or rigging to be seen in the rear view mirror, and the new motor mount seemed strange, too, on the back of our Flying Scot. I had never thought I would put a motor mount on my boat, but now it was there, and I never even checked to see if it would work. I was sure it would because it was placed where all the other mounts were placed.

So on up US 27 we went. We didn't pause in South Bay to let Muffy hunt rabbits, although there usually are some along the road in the early hours of the morning. Whenever we stopped, someone would say, “That's a sail boat, isn't it?” or “Where are your outriggers?” or “What kind of fish are you going to catch?” I guess it was kind of amusing.

We arrived at our launch site in Dunedin only a short bit behind schedule. Not having to put up the rigging, we put the cooler and sunscreen in the boat, installed the rudder and the motor, grabbed the dog, and took off up the Rainbow River in search of Tom Kidd and his crew.

The entrance to the river is marked with big signs – “No non-permanent containers permitted” “No alcoholic beverages on the Rainbow River.” We vowed not to leave any litter anywhere and proceeded at no wake speed. The river was lined with beautiful homes – very peaceful and just like the postcards – tall cypress trees draped in lacy gray Spanish moss. About a mile or so up the river, we came to The Bridge, and we had to start dodging “tubers” (people in inner tubes and other floating devices). The tubers start out near the headspring and drift downstream a mile or two in a crystal clear knot and a half of current, and leave the river at The Bridge. A sign on one dock advises “Only 15 minutes to The Bridge,” good news to several who find tubing somewhat less than exciting.

Safely past the bridge, we rounded a bend and saw up ahead the familiar shape of a Scot hull anchored in the river. We found Tom relaxing aboard, watching Emily, John, and Chris swimming nearby. We rafted up and had a refreshing swim. The water temperature is a constant 70 degrees, which was really welcome on a sweltering day in the sun. We dipped Muffy, who appeared much more comfortable, although she doesn't really like to swim, at some lunch, swam a little more, and motored back with the

current, much quicker than the trip upstream.

We hauled the boat and followed Tom and the kids to Silver Springs. Bar-b-cue seemed the best bet for dinner, where Kim joined us, and the plans were set for Sunday morning.

Off to our motel for a good night's rest, and we were up early to meet Kim and Tom and the young'uns in hopes of seeing some wild life. I learned that for motor cruising, it really is possible to combine the crews of 3 boats into one. We all piled into Tom's FS600, and off we went up the Silver River in search of the wild things. The current was flowing a little more than the Rainbow River, and the banks have not been developed as the Rainbow River has. In fact, the riverbank on both sides for some distance is a protected state park, we were told. There were many fallen trees and obstacles in the river as we moved along, but we were rewarded by finding 3 otters busily and noisily feeding, apparently unconcerned by the approach of seven humans and a dog in a strange looking craft. We also counted 183 turtles, a number of very large gar fish, lots of birds, and 15 alligators in varying sizes.

Almost all the way up the river, we found a swing hanging over the water, just within reach if one stood tall on the foredeck. The spinnaker pole was handy for pulling the rope over the deck, so John, Emily and Chris had a great time swinging out on the drop and dropping off into the water. Then the adults had a go at it. Kim and Tom did great. But when Nancy swung out over the water and let go, the polypropylene ski rope rebounded up into the tree and got hooked over a limb. Time to move on, since no one could get up into the tree to free that rope.

What an experience to wave at all the tourists on the glass bottom boats in the Silver Springs basin as we circled around in our Flying Scot! FS600 has gone where no other sailboat has gone before.

After swimming and lunch with the alligators, we headed back to the launching ramp, an hour and a half trip. On the way home we drove through Ocala National Forest on Route 40 and then hit I-95 for the five-hour drive back to “civilization.”

This trip was so much fun we will plan another for next year. The trick is to get one boat with a motor and a nice big van. Then you can club car it to and from the cruise and be comfortable on the water as well.

West Marine Columbus Day Regatta™ Celebrates 50th Anniversary

The 50th Anniversary of the Columbus Day Regatta, sponsored by West Marine, turned out to be a beautiful weekend. We had two beautiful sunny days with 10 to 15 knot winds out of the East. We couldn't ask for a better weekend after dodging hurricanes for the last two months.

There were 138 boats in 15 different classes, 3 PHRF fleets, 4 ARC fleets, 3 Multihull fleets, a Family fleet and 4 Gunkhole fleets. The first start was at 10:00 AM each day with succeeding fleets starting every five minutes. The PHRF, ARC and Multihull fleets went around different marks of the course and the Family and Gunkhole fleets went straight from start to finish.

On Saturday the first finisher was Mike Rush's 76' M1 multihull

named Patriot and the first monohull to finish was Tom Seghi's PHRF 1 Group Therapy. On Sunday again Mike Rush's 76' M1 multihull named Patriot was the first multihull to finish and the first monohull to finish was Gene Rosenthal's Gunkhole 1 Jennie Rose a Cherubini 44.

The Awards Party was 10/16/04 at the Coral Reef yacht Club where trophies were awarded and many valuable prizes were raffled away. Each 1st Place winner also received a 1.75-liter of Goslings Gold rum. All had a grand time.



Larry Whipple

Our Club's History

31 years ago in the 1973 CHANNEL

Grover (HAP) Collins, Commodore
Victor Silverman, Secretary

Work Weekend had many current (2004) members working! Tom "Alligator Tom" Malone was working on the dock detail. Michael Pistorino and Jim Pistorino were on the painting detail. Owen Brown was on Launch Repair. Sid Doren, John Ackley, and John Schorndorf completed the Flag Pole repairs.

Boats N' Barnacles were offering boat bottoms cleaned for 50 cents a foot.

Sales ad for Bright Realty with Vic Silverman (member) was advertising and quoted "NOW COMPUTERIZED!"

26 years ago in the 1978 CHANNEL

(It only cost .07 cents to send the 11 page newsletter!)
Carol Dawson, CHANNEL Editor, was asking, "Is your report ready?"

Fred Hutchinson, Future Development Chair, saying "Someday, somewhere, somehow" while on the lawn overlooking the CGSC mooring field.

Horacio Aguirre, House Chair, quoted for saying "Of course I sail by boat!" in response to questions of his busy schedule being CGSC House Chair.

A CHANNEL column titled "Transom Views" composed an article on boat name origins. A reply for entries came up with: A proctologist named his boat BOW MOVEMENT.

International Optimist Dinghy World Championship was in La Baule, France. CGSC Members that competed were Robert Skaggs and David Himmel. Robert's dad was on hand to assist, Fred Skaggs.

23 years ago in the 1981 CHANNEL

Alan Westcott, Commodore - Mike Weber, Secretary

Member Louis Verloop represented CGSC in the United States Yacht Racing Union's Youth Single Handed Championship. Louis won the quarterfinals in Miami in all first place positions. He then went to the Semi Finals and won; and then onto Norton Yacht Club in Connecticut, and was finalist for the Smythe Cup. He won again! Louis won the 1981 Smythe Cup representing CGSC.

Keith Davids, CGSC Member, won the International Optimist Dinghy Shawn and Shawl Lobree (CGSC Members, brothers, age 15) placed in the US National Double Handed Youth Championship AND won 1st and 2nd places in the Sunfish North American Junior Championship

The Tangerine Bowl Sailing Regatta has 18 different boat classes, and entry was \$10 per boat.

Youth Sailing

Britt Price, Sailing Director

St. Stephen's Afterschool Program

We have started another year with St. Stephen and a Learn to sail after school program. Class will be held very Wednesday from 3:30-5:30. This will continue until December 8th and restart in January. We have two different levels beginning and intermediate, they will sail together but some will be in prams and the others in optis. Last Wednesday we set out for Mystery Island and did a little clean up, then went to the sandbar and went swimming. This was a reward for their valiant effort last week for sailing in strong winds and rain. I want to give a special thanks to the St. Stephen's teachers who help out every week with the kids.

Learn to Sail

We have learn to sail classes now every Saturday. The course run for 3 Saturdays in a row and with the strong winds we have had lately, it has been exciting! Each class had the chance to sail out on the Bay under the instruction of Mike Abell. We just started a new session last weekend and will start another session in two weeks. The schedule is as follows:

• Level 1 (Beginner) Oct. 30, Nov.6 & 13 1:00-4:00pm	Level 2 (Intermediate) Oct. 30, Nov. 6 & 13 9:00-12:00pm
December 4, 11 & 18 th 1:00 – 4:00pm	December 4, 11, & 18 th 9:00am – 12:00pm
January 8, 15 & 22 nd 9:00-12:00pm	January 8, 15 & 22 nd 1:00-4:00pm
February 5, 12 & 19 th 1:00-4:00pm	February 5, 12 & 19 9:00-12:00pm

** Class Schedule is tentative due to weather and class size. Please contact Sailing Director to confirm class dates and times. **

Green Fleet

We are now in full swing for beginning racing. The team practices one to two days a week. Hurricane season set us back a little, but now we are concentrating on the Fall Harvest Regatta at Miami Yacht Club. This will be the first regatta for our new team. This regatta is always a great learning curve to prepare the kids for the Orange Bowl Regatta. See you on the water!

"We Need Opti's!"

If you have a used Opti you would like to sell, please contact Britt Price (305) 444-4571. We have several families interested in buying an Opti, so please call!

The Delivery of Raven Eye

It was a crisp morning as the three of us cast off to Bermuda aboard Raven Eye, a beautiful black hull Nelson 41'. This was the start of a 1,000 mile journey as the crow flies. As we waved farewells to our loved ones, we just missed colliding with the end of a pier – perhaps an omen. After rounding Buglight, the winds picked up out of the northeast and the square waves became our world for the next six days. Our captain, Wayne Tepper, a fine sailor and true gentleman pulled aside his trusted Firstmate, Mike Lovelady, to discuss the possible options. The seas were rough, the boat was covered in diesel (leaky can), the autohelm had failed and to top it off, the Swab was seasick. The options discussed included turning around, throwing the Swab overboard, or a combination thereof. Having reached a 2/3 consensus, the Captain approached me with his decision.

After convincing the Captain that it was too far to swim, he agreed to press on into the edge of a low system that brought heavy northerly winds. Wayne downloaded several weather charts and confirmed that we were in a storm. We remained in that system for five days. I finally got my sealegs on the second day which ended the ongoing squabbles regarding my fate. On the third day the seas were usually rough, the anchor had broke loose and pulled-up the deck plate - we started taking on water. We reefed-in the sails and made repairs. As seas grew, you could feel the hull flex. It was a bumpy ride indeed and the crew was getting tired. Upon relieving the Mate on the fourth day, he warned me of his sighting of a monkey hiding on top of the mast. It was the making of strange dark night at sea. Visibility was poor and Raven Eye was rocking and rolling. However with the wind hard abeam; she was moving like an out-of-control fright train at full steam ahead. The helm had to be constantly manned

but it was great sailing. The only problem was that the radar was down below. So you had to hope for clear waters between rounds or a good lighting crack to provide night vision. That stormy night, it really felt like we were on small boat in a very big ocean.

Raven Eye has an interesting behavior in heavy seas. After the rather square bow would smash into a large wave, she would respond by rising over the crest and then crashing down to bury the leeward toe rail. She would then rise again and scoop-up the sea in her large gunnel. Repeating this motion, the seawater in the gunnel would accelerate down the deck and splash into the cockpit with great fury. The cockpit could be sealed-in but this would takeaway the breeze. So it was a choice to be wet or sick – I chose wet. During the first five days, I was only able to get one call out to my wife and left the message "I have been treated fairly and provided my share of rations". The storm took its toll on all of us and the Captain concluded that, perhaps, this was not his calling.

We finally made landfall after seven days and feeling like we earned our salt, we ventured to the first bar stinking of sea and diesel. We attempted to tell our story but were quickly humbled by the locals who offered no sympathy or admiration. Bermuda is a true sailing town full of world class sailors. Our adventure continued on shore and we developed the type of friendship that only can occur on such a journey. Would we do it again – Ohh Yeah!

Jack Hamm



Kitchen Hours



Thursday

11:00am – 8:00pm

Friday & Saturday

11:00am- 9:00pm

Sunday

11:00am – 8:00pm

3635 S. Dixie Highway
Miami, Fl 33133
(305) 444-5520
FAX (305) 444-3883
wmmiami@aol.com
Larry Gahagan
Sales Manager

 **West Marine**

ADULT SAILING REPORT

As with many activities in early October, our scheduled class was cancelled and rescheduled due to weather and the condition of the training dock. Our next scheduled Adult Learn-to-Sail class (which is already full at this writing) is the November 6-7 weekend. This will be our final Adult Learn-to-Sail class for 2004. With the full enrollment, we are scheduling a follow-up clinic for Sunday, November 21, which will be under the leadership of Rob Quinlivan, our dedicated leader of these popular clinics. Rob will be assisted by one or more of our current member/coaches or other US Sailing instructors.

This has been a rebuilding year for our program, both with our fleet condition and our available staff of coaches and instructors. Thanks to all the participants... from the folks who recently volunteered their time to refurbish our fleet on Work Weekend, to the instructors and coaches and, of course, our supportive officers, board and club members. We can always use your help with this program. Get involved in a very fun way. Help us with the Adult Learn-to-Sail program. Contact me at crisler@mindspring.com or at 305-342-4775.

Fair Winds and Safe Sailing,
Richard Crisler

CGSC - THE MORGAN INVASION

By Karen Young

Club members, JoAn Pszenny, Karen Young and Bruce Schneider, made the trek over to the Treasure Island Yacht and Tennis Club near St. Petersburg on the first weekend in October to be a part of an annual rendezvous called "The Morgan Invasion". Over 100 sailors, some bringing their Morgan sailboats to display, gathered to honor Charlie Morgan, who designed the fast cruising yachts so well-suited for the shallow waters around Florida and the Bahamas. Friday night Charlie gave a power point show recalling his career as a self-taught yacht designer which began as a sailmaker and at one point had him working on the design for an America's Cup yacht. At the end of the program the crowd joined in singing "Happy Birthday" to celebrate Charlie's 75th birthday. A cake, questions and photos followed.

Saturday, a regatta was held out on the Gulf and 40 Morgan sailboats of varying size from Out Island 41's to Morgan 24's drifted around the buoys in a light breeze. JoAn was invited to crew on a Morgan 24' named Odessey, and owned by Grover Griffin, a local resident. The boat was really tweaked for racing. Out of a fleet of 6, she came in second. JoAn got lunch and a t-shirt for her efforts. Bruce and I found spots on the luxurious "Lady Catherine", a classic Morgan 41' owned by a gentleman from Nova Scotia. The cabin sole shone like a mirror, such that Bruce and I hesitated going below. We thought we would just be passengers, but Bruce ended up working the foredeck, since the whisker pole was the size of a small cannon.

After the race, a grand buffet was held around the Olympic pool and prizes were given out. There was even a pirate costume competition. Quite a few of the attendees knew about CGSC and some were even transplants from Dade County. On the ride back to Miami, we talked about how we could bring a Morgan over next year for the race, or at least bring an invasion of Morgan owners from the Coconut Grove Sailing Club to add to the fun.



*Bruce Schnieder,
Jo-An Pszenny,
Charley Morgan,
and Karen Young
had a great time at
the Morgan
gathering.*

By Laws Changes 2004

The Board of Directors has approved the following two by-laws amendments. As per our by-laws these amendments will be voted on by the general membership at a Special Meeting in November.

ARTICLE VII – DUTIES AND POWERS OF THE BOARD OF DIRECTORS

Section 1. The Board of Directors shall have final authority in the management of the affairs, membership and finances of the Club and shall have general control of all its property. All rights and powers connected therewith shall be vested in them including capital funds set aside for a particular purpose may be spent as the need arises for that purpose on affirmative vote of two-thirds of the Board; and provided that no expenditure of Club monies in excess of twenty-five hundred dollars shall be authorized for a non-budgeted expense except by the affirmative vote of two-thirds of the members present at any special membership meeting. In the case of an emergency such as a fire or natural disaster for which the Board must take immediate action to maintain the continuity of the Club, the Board may take action as required.

This by-law will be amended to read:

...no expenditure of Club monies in excess of five thousand dollars shall be authorized...

ARTICLE XIV – MEMBERSHIP

Section 9. SOCIAL MEMBERS:

A person at least twenty-one years old may become a Social member if he is a resident of the City of Miami or an employee of the City of Miami. The dues and other financial obligations for Social members will be established from time to time by the Board of Directors. Social members shall have every privilege of Regular members except that they may not vote or hold office, may not store a boat, and may not use Club parking facilities. Any Regular, Associate, or Non-Resident member would be eligible for a Social membership on July 1st, one year following the date of their resignation providing they have followed proper procedures for resigning, all financial obligations have been paid in full, and they meet the criteria for social membership.

VOTE ON NOVEMBER 18, 2004

Social Membership For City of Miami Residents

is still available for only \$50.00.

This membership is valid through Dec 31, 2004.

Call the CGSC office for details.

CGSC is in need of adult Coast Guard approved life jackets. If you have one that you are no longer using and could donate it, we would put it to good use.

2004 Florida State Snipe Juniors Hosted by Coconut Grove Sailing Club



Despite hurricanes and conflicting schedules due to hurricanes, nine teams registered and eight sailed for the 2004 Florida State Junior Championship. Enrique Quintero of Coral Reef Yacht Club with 6.25 points is the 2004 Florida State Junior State Champion after six hard fought races.

On Saturday, the winds did not look promising, but the Race Committee would not be denied and after waiting for one hour a beautiful breeze appeared and four races were held in varying wind strength, but steady direction of 90 to 100 degrees. All races were windward-leeward course with finishes downwind at the end of the second downwind leg. The first race and second race were held in 4 to 8 knots. For the third race, the wind piped up to about 9 to 11 knots. The wind diminished back to 4 to 8 knots for the fourth and final race of the day.

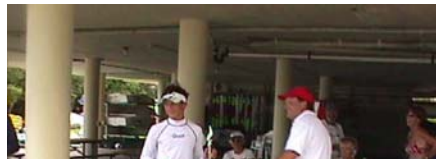
On Sunday, despite the forecast and the lack of wind, the Race Committee insisted and, after a short delay, took the Juniors out and the breeze developed. Fed by a small storm the fifth race of the series was at 10 to 12 knots, with a direction of 70 degrees. The wind shifted after the first lap but the Race Committee very professionally changed the course and gave the competitors a true course. The sixth and final race (which allowed a throw out) had 5 knot wind from 90.

Two items to note:

1. The superb competition with places changing constantly and teams vying for every position. The juniors are very skilled showing that the development programs by families, clubs, and schools are doing a great job training our young sailors.
2. Excellent work by our Race Committee, including: Ron & Dottie Rostorfer, Al Chapin, Charlie Branning, Ray Palazuelos, Jeanne Bunten, Vicky Rosenbloom, Tricia Reeder, John Kehoe, Paco Calvet, Paul Schuler and Lynn Fitzpatrick.

The sailors thank the Coconut Grove Sailing, the Race Committee, officers and staff for making this enjoyable event possible.

(See results next page.)



Left, Commodore Jack Hamm awards the trophies.



Right, Skipper Enrique Quintero accepts his trophy.

Left, all the competitors pose for a group picture.

LEASE UPDATE

The RFQ Evaluation Committee has established the following short list of bidders for the Coconut Grove Waterfront Master Plan Project:

- 1) Sasaki Associates, Inc. Watertown, MA
www.sasaki.com.
- 2) EDSA, Fort Lauderdale, FL, www.edsaplan.com.
- 3) Kimley-Horn & Associates, Inc., Miami Beach,
www.kimley-horn.com.
- 4) Wallace Roberts & Todd, Coral Gables,
www.wrtddesign.com.

The bidders will provide final presentations to the Evaluation Committee on October 21st. At the conclusion of the presentations, the Evaluation Committee will rank the finalists and provide their recommendation to the City Manager.

The City will then enter into negotiations with the vendors based on the rankings. If an agreement cannot be reached with the top vendor, the City will continue down the list until a contract can be released. In this regard, the recommendations are considered advisory and not bounding. The value of the contract is estimated to be in range of \$500K. It is fully expected that the contract will be awarded by the end of the year.

As stated in the RFQ, the City envisions a "Coastal Recreational Park that emphasizes human scale, public open spaces, and connectivity for pedestrian realm through the creation of waterfront promenades, diverse open spaces, an active park with sensitive environmental spoil islands (these can be real or visual) that will enhance the water component and recreational elements of the Coastal Park's recreational and environmental elements". The properties under consideration extend from Peacock Park to City Hall.

The Master Plan will be developed in five phases. During phase one, the selected consultants are required

to perform surveys, historical research, perform economic analyses and, traffic studies. They will also conduct at least three meetings with the "stakeholders" which includes our club. During phase two, the selected consultants will conduct at least three public workshops to gain community input and support. During phase three, the consultants will formulate the Master plan based on the previous work. Phases four and five are for documentation preparation and presentations. The final presentations will be conducted in a public setting, such as, at the Waterfront Advisory Board Meetings. The planning process is expected to take approximately 6 to 12 months to complete and several years to implement.

In parallel to the Master Plan effort, the City has filed for mooring field permits with the Florida Department of Environmental Protection. There have been some concerns regarding miscommunications that are being addressed through our Commissioner's Office. However, we have been reassured that the inside moorings (our club moorings) have been placed on hold pending the outcome of the Master Plan. Mr. Robert Wienreb recently indicated the same during a Waterfront Advisory Board Meeting. In addition the Project Manger, Steve Bogner, recently indicated that the City is considering other locations for their upland facility to service the outside moorings.

The community is getting organized and involved in the master plan project. One group in particular, the Coconut Grove Waterfront Working Committee, has focused their efforts to ensure that the community is informed on the proceedings. This group is a subcommittee of the Quality of Life Committee and is made-up of local Grove residents. The master plan has the potential to make some really positive improvements and we need to do our part to ensure that we operate a sailing club which is worthy of inclusion.

2004 Florida State Snipe Junior

Results:

Sail No	Skipper	Race1	Race2	Race3	Race4	Race5	Race6	Total
28810	Enrique Quintero	1	1	2	2	1	(3)	6.25
29995	Andy Rahn	3	2	3	3	4	(6)	15
30236	Nick Voss	4	4	1	5	(5)	2	15.75
30089	Sheehan Commette	2	6	6	(6)	3	1	17.75
29992	Niklas Anderson	6	3	4	1	(6)	5	18.75
29114	Sarajane McMahon/Morgan Commette	5	5	(5)	4	2	4	20
28466	Brandon Cairnes	7	7	7	(DNC)	7	7	35
26466	Alonso Escalante	8	8	DNC	DNC	DNC	(DNC)	43
28791	Guillermo Alvarez	DNC	DNC	DNC	DNC	DNC	(DNC)	45

STANDING COMMITTEE REPORTS

Entertainment Committee

By the time you read this article the Shipwreck Party will have already been held. We hope that everyone who attended had a great time. The committee is not scheduling anything for November.

The entertainment committee would like to invite all members and guests to come to the club on Friday evening, December 3rd to help bring in the holiday season. We'll trim the tree and enjoy some holiday treats and beverages and listen to holiday music from that famous Barbershop Quartet, Good Blend. OK, maybe we're not that famous, but you might enjoy it anyways.

That's all for now. Call me if you want to help decorate for the Shipwreck party at 305-740-9200 or dllamberti@aol.com.
And remember to "Keep your sunny side up".

Dominic Lamberti

Co-Chairman, Entertainment Committee

Marine Council Report Oct/Nov

Once again due to the hurricanes our meeting was postponed. But I do have some information to pass along. For those of you that are not familiar with the Marine Council let me inform you of our focus. For the past 15 years it has been on recreational boating and our primary purpose is one of advocacy, education and leadership. Our strategic plan will revolve around the following initiatives: Increase boater and industry knowledge and awareness, expand membership by offering real member benefits, publicize the Council's efforts and accomplishments, and to make local government more aware of the value of recreational boating and more responsive to it's needs.

Have you had problems finding a place to store or launch your boat? Has your favorite do-it-yourself boat yard recently become a condo? Are you upset about some of the new USCG rules that may effect your boating lifestyle, such as a possible proposed mandatory wearing of PFD's, new permitting for sailboat races? Well if you share these concerns then you need to become a member of the Marine Council. Reach us at www.marinecouncil.com. Also, a note about drawbridges and hurricanes. They are authorized to remain closed 8 hours prior to the approach of gale force winds greater than 34 knots and whenever an evacuation is ordered. This means that you must move your boat well in advance of an approaching hurricane or risk not making it to your planned hurricane storage. Another point is that insurance companies are considering a plan that will increase rates for those boaters that do not have a viable hurricane plan and reward those that do. There also might be exclusions in your policy that if you do not move to a safe haven you will possibly not be insured or you will be required to move your boat to a safe port outside the storm path well in advance of it's arrival. This may only effect expensive boats but these are some of the measures that are currently being discussed in the industry. Again, we have dodged the bullet, but remember what has happened to our neighbors and remember Andrew.

12

Race Committee

CGSC ANNUAL ONE-DESIGN REGATTA

CGSC's Annual Regatta for One-Design boats took place October 16-17 under beautiful conditions with a great turnout and some exciting racing. This was the first weekend of the "dry season," and 32 boats in four classes came out to enjoy the weather and the competition. Winds on Saturday were NE at about 10 knots, and on Sunday it was easterly winds



at 7-10 knots. Temperatures were in the mid-80s with sunny skies. The Race Committee set five windward-leeward courses with legs of up to a mile for the regatta.

The largest fleet sailing the regatta were Flying Scots with 14 entries, followed by 9 Lightnings

and seven Etchells. In the Scot class, Fred Strammer sailed an excellent series of 2-2-1-2-4 to win the regatta by four points over David Chapin. Nick Martens was a close third. The Scots had a different winner in each race.

In the Lightning Class, Jeff Linton also put together an excellent series of 2-2-1-1-4 to win by four points over Frank Atkinson. Bill Mauk was one point behind in third. In the Etchells fleet, Buddy Cribb took the regatta with another great series, 2-1-3-1-2 for a four point win over Robert Bell. Jeff Dever was another four points back in third place.

Two Westphals also raced on Saturday, with Ray Hoffman in "Shadow" winning both races over Paul Johnson.



CGSC put on an excellent regatta, both on the water and ashore. In addition to the race management, Kathy Buller took spectators out to watch the races from the pontoon boat on Saturday. The club put on a burger and hot dog barbecue with all the trimmings on both Saturday and Sunday following the racing.

We received many compliments from the competitors for our Club's Race Committee work during the regatta. Race Committee volunteers included Principal Race Officer Art Auwaerter, committee boat owner Dave Holland, committee boat crew Jeanne Bunten, Jo-An Pszenny, Marvin Schenker and Renny Young; mark boat crew Al Chapin, Bruce Schneider and Kathy Buller; pin boat crew Dottie & Ron Rostorfer and scoring by Cindy Saunders. Trophies were presented by Vice Commodore Vladimir Stroleny.

Complete results are posted on the bulletin board downstairs. Come out and join us next year!



Community Outreach

I have been asked to clarify the Florida Department of Environmental Protection Clean Marina program and the actions involved.

The aim of the CLEAN MARINA PROGRAM is prevention. Marinas and boaters may not be aware of the environmental laws, rules, and jurisdictions with which they must comply. Marina environmental measurements are simple solutions to day-to-day marina operations that protect the environment. The measurements have been developed by practices around the country and partnerships of Florida marinas, boatyards, boaters and government. The goal is designation of CLEAN MARINA.

CGSC is pursuing the designation of CLEAN MARINA from the Florida DEP. What the club is to do is: Learn about the program, participate in a workshop and take the CLEAN MARINA participation pledge, conduct a self-assessment of our facility, contact DEP for answers after self-assessment, schedule a DEP confirmation compliance visit, enjoy the rewards of certification, and finally, maintain the club CLEAN MARINA status.

Our next step: Conduct the self-assessment of the CGSC facility. This is a learning opportunity to view and learn much about protecting natural resources we coastal residents have become to know so well. DEP established the program for marinas to actively take part in protecting the environment marinas and boat clubs operate in.

Some example questions on the self-assessment: 1. For hurricane preparations, does the boat club require boats to be evacuated inland or moved out of slips to open waters or protected waters at the earliest time possible, when it is still safe to move the boats?

2. Does the boat club have a developed petroleum spill response recovery plan and maintain proper petroleum containment coordinated with the US Coast Guard, DEP, and the Florida Marine Patrol? If you do not know the answers, this 'shake-down' assessment is a great opportunity for YOU to learn more about your boat club.

Please contact me if you would like to participate in the 'shake down' assessment. Email address: outreach@cgsc.org

Cathy Buller

Rendezvous Committee Report

An informal CGSC rendezvous was held at the 50th Columbus Day Regatta. Sailboats Otro Cuba Libre, Noontide, Sunday Morning, Maria V, and Effortless met at the south end of the huge anchorage off Elliott Key Saturday afternoon. We were happy to have joining us this time social members Pat and Adrienne Peters in their 27 foot Hurricane "Wine Down" along with Leslie Jones and other friends who spent the afternoon with us before returning



to Miami. Thanks to Joe and Jennifer's dinghy, along with kayaks provided by Jaime, Mark and Kathy, we all made the rounds through the party boats, avoiding the water cannons and averting our eyes from those parties that were a bit over-the-hill to be so underdressed!

Our first dockside rendezvous, featuring Morgan sailboats, was held Friday evening October 15. Tondelayo, Hammer Time, Dona Pituca, Unwinder, and Ruthie pulled up to the dock to celebrate the classic boats designed by Charlie Morgan. The party at dockside was a great success as everyone got to check out the different designs, share stories and information, and extend the happy hour well into the evening. Thanks to all who were kind enough to share their boats with other club members.

Coming up in November will be two rendezvous events. On Friday November 12 we will have our second dockside rendezvous – this time featuring Cheoy Lee sailboats. Also in November will be the annual Thanksgiving rendezvous at Elliott Key. CGSC will cook and deliver the turkeys, with everyone else bringing a dish to share. Cost for the event is \$5.00 per adult and \$3.00 per child to cover the cost of the turkeys and paper goods. Please rsvp to Janice Pruett at 305.441.2733, or jbpmmom@aol.com before November 20th if you plan to attend.

Beneteau's will be featured at the Dockside Rendezvous on Friday December 3rd. We are looking forward to seeing these beautiful boats all dressed up in Christmas decorations! In addition, an evening / overnight rendezvous will be held the following weekend. Join us on Saturday December 11 when we will raft-up for rum punch and hors d'oeuvres, and enjoy the sun setting over the downtown Miami skyline. Head for home or join us for an "on-your own" dinner on-shore at the Bayside Hut restaurant – a well kept secret for great seafood in a very casual atmosphere. Contact Janice Pruett for more information.

In January we are planning another dockside rendezvous and a possible long weekend rendezvous – sailing south to visit our friends at the Upper Keys Sailing Club located on Buttonwood Sound along the north side of Key Largo. Keep checking the Channel and the club website – www.cgsc.org for updates on these coming events.

Also, please complete and return to the CGSC office the rendezvous questionnaire distributed with this month's statement, as it will help us in planning future events. If you did not receive one extra copies will be available at the bar.

See you at the next rendezvous!

Janice Pruett

CHANNEL REPORTS

Standing committees are expected to send a monthly report for the Channel. If you do not have a report, please notify the editor on or before the 15th of the month with that information so that deadlines are not held waiting for your report.

Thank you for your cooperation.

Cherie Branning, Channel Editor

CLASSIFIEDS

Month 2

198? BUCCANEER . 18 Ft One design with planning haul. Fun, racing or family sailing. Includes trailer. **Nothing to repair. Ready to go!!!**. Includes One jib and one main. Can be easily upgraded with Spinnaker. Trailer also in very good condition. \$ 1,800. ALSO, **198? Snipe 15.5 Ft One design. Ready to go!!**. Includes main, jib and trailer. Fun/Racing. \$ 1,400 **2002 Mercury O.B. 2.5 HP. Less than 10 hours used.** Self contained gasoline tank. Excellent toy!!! to install on inflatables, dingies and canoes. \$ 350 Call Tony 305-588-0084

For Sale - 17'Wellcraft Center Console. 1974 outboard runabout. 115 hp Evinrude V-4. Very fast. New control cables, New steering cable, New bottom paint. Bimini Top, Cockpit lighting, Automatic bilge pump, Anchor and rode, Rod holders, Coast Guard equip. Those familiar with this hull, know it is one of the strongest deep vees built, and know it is also an extremely dry boat due to the wide flare in the bow. \$4,000. Call Terry for more info. (305) 858-9150.

MY SEAPRIZE – 28 CALIBER 1986. Underwent refitting over past 3yrs; replaced running rigging, mainsheet hardware, new electronics ST60 tridata, wind and autopilot, GPS, new mainsail and 130% genoa, lazy jacks with sail cover, bimini, cockpit cushions, new bottom 2004; \$21K or best offer, Call Bob Hirsch 954 965 5548.

Month 3

Complete Adler-Barbour 12V refrigeration system. Compressor, evaporator, thermostat, controller, etc. Sold complete as-is. \$125 Anchor Rode Misc. short lengths of 3/8" 10-20' or so. \$10 each GROCO porcelain toilet bowl. Never used. Best offer. Dave Garrett 305 448-3844 day or night.

For Sale – '00 MegaByte. Sailing World's 2000 Boat of the Year. "Not only does it sail superbly on all points of sail, says Boat of the Year judge Greg Fisher, but it's loaded with cool, go-fast features...." On the bottom rack at the club, 130lbs, easy to launch. For more info go to www.megabyteclass.org. List price new \$5,495. Asking \$2500 Rob Quinlivan 305-285-7004

1975 Pearson 26.5 ft sailboat "Andrea"; 9.9 hp Evinrude outboard motor; five sails: main, working jib, 150% jib, drifter, spinnaker; hull, rigging and sails in good condition. \$5,000. Call David at 305-662-2072 or e-mail at kuhnd@fiu.edu.

For sale 1984 catalina sloop 25' "Katmandu" must sell \$10,000 obo /buying bigger boat/boat in excelent condition/ x clean/bottom prof maintained monthly/new interior/large cockpit/ bimini top/new 150 r.f.genoa/cruise+race main sails w/cover// battery w/solar charger/sinle-handed rigged/many extras/contact felipe @305 854-6595

1965 PEARSON ARIEL FOR SALE. LOA=26 ft. Beam= 8 ft. Headroom= 6 ft. Carl Alberg full-keel sloop design. Dark Blue hull, white deck. Sleeps 4; Main,jib, storm jib. 8 hp Honda 2 stroke, Danforth anchor; epoxy barrier coat below water line \$4,500 Contact:Chris Brunk - 305-510-6243

SNIPES FOR SALE OR RENT: Miami Snipe Fleet #7 (Chartered in 1932) Fleet is willing to help the new members to get fast and further develop their boat handling, tactical and boat tuning skills. It is a boat for young and old! Call Gonzalo Diaz, Sr. and join the Miami Snipe Fleet. 305-667-0492 (best 8-10PM) Work:305-702-8526 (best 4-6PM)

Classified Advertising Policy Classified advertising is for club members in good standing and is limited to personally owned items that are for sale. Ads will be run for 3 months and then will be dropped from the listing, unless the advertiser calls the Editor to renew for another 3 months. A classified ad can be pulled at any time by calling the Editor at (305) 661-2322.

Commercial Advertising is available for business use by calling the Club Office at (305) 444-4571.

Deadline: All Ads, articles and pictures for The Channel must be received by the 15th of the month. Please send articles and ads as a Word document and pictures as jpeg attachments to cebranning@ or drop off at the Club office, attention Cherie Branning, Editor.



Help Your Club at the National Sailing Programs Symposium!
This national event is coming to Miami this January, and we need YOU! The Symposium is the premier event for sailing education in the United States, bringing together the very best people

and resources in instruction, program operation, equipment and more. See: <http://www.ussailing.org/training/nsps/> for details, or write or call Jim Clark - rearcommdore@cgsc.org/786-317-1342.



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TO THE BOTTOM**



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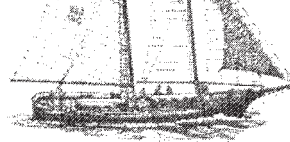
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He Said, She Said: A Cruise from Houston to Miami

This is an adventure on our Beneteau Oceanis 350, in early April 2002, from Houston, via Galveston, Key West, and finally into Miami, to home port CGSC. The adventure went like this...

The Plan: Sail Galveston to Key West. After one day in Key West, we would sail on through Hawks Channel to Miami, final destination. Here's what really happened, from Captain (HE) and the Admiral (SHE).

SHE: Original crew "Swab" jumped ship 2 days in advance of the voyage. Inexperienced, eager, good attitude crew, "Swab 2", joined less than 24 hours for a first time sailing voyage across any body of water (unless you count that time in the canoe at summer camp 30 years earlier).

HE: "Oh, 4 to 5 days, 6 days max, following the rhumb line to Key West. Float plan will allow for 10 days. Provisions and plenty of fuel with the five extra jerry cans battened down on the deck. No problem!"

SHE: "Rhumb line! Rhumb line! With those northerlys blowing! We're gonna die!"

HE: "Northerlys are going to blow us straight into Key West-down wind the whole way!" As I set the Gale Sail storm sail, "What's that noise? What is

that popping sound coming from the cockpit?!" The bimini stitches are popping like popcorn!

SHE: "Blow! You're gonna get blown alright!" In the first 24 hours we lost the bimini, the dodger, and still had to calibrate the autopilot to get us across the Gulf of Mexico, following that rhumb line the Captain drew on that blue and yellow chart. Ask him to see what we really did!

HE: "Winds were coming from the southeast we headed south to avoid the oil rigs and the Mississippi River traffic. It was a bit bumpy."

SHE: "Winds! 50 knots of winds! Due south! We were looking at 10-15 foot seas, 50 knots, while trying to set the first-ever-seen storm sail 100 miles from nearest shoreline."

HE: "Ah, out of oil rig country, now. We can head due east and wait for the northerlys to blow us to Key West. I can see Duval Street from here!"

SHE: "Day three at due south heading. VMG (velocity made good) going east is zero. VMG going south is 6 knots. We are headed to CUBA! Every 0200 hours we see 50 knot air, 10-15 seas. Clearly the seas are reaching for the spreaders every time. We are on jerry can two already. When are we gonna get there?"