



## Renovating This Old Boat

By Janice and Alyn Pruett

**H**aving nearly completed a year-long (plus) renovation of our old boat, my wife, Janice and I now know there are two ways to repair and restore an old boat. The "right" way would be to pull the boat out of the water - and work on it for 6 months to a year - getting everything just right - then sailing off to adventure. Our way was a bit different - we repaired systems as needed, and made improvements in between great sailing trips with our friends at CGSC. As a result we have enjoyed a year that combined both hard work and great sailing. Hopefully our experience can help others at CGSC decide the "right" or "wrong" way to approach the renovation of "your oldboat".



We purchased our boat - then named "Stormalong" - a 1971 Cheoy Lee Offshore 31- in June 2003. We found it on the Cheoy Lee Association web-page, saw it and agreed to purchase it the same day. We had learned about the manufacturer from investigations on the internet, and knew that it was a good cruising sailboat - slow, and heavy, but very stable and well-made. We had a recent survey indicating that the boat was basically in good condition - a fact proven by our own first look and sea trial. We also loved the look of the boat - graceful shear, ketch rig, wooden spars and teak deck - "a classic" as the survey stated. Beyond that we knew little about the technical details of engines, rigging, sails, and teak finishing- this being our first boat purchase!

So the vessel was basically sound, and my son, "assisted" by an experienced captain and his friend a mechanic, sailed it from Pensacola to Miami with only a small hitch when the fuel line got clogged. When it arrived in Miami our first thought was to get it cleaned up - after the journey to Miami it was pretty grungy! Another first chore was to address items in the survey that the insurance company wanted fixed, and could be immediately, and easily repaired. These included making sure all hoses leading to through-hulls were double-clamped, switching AC outlets to GFCI (Ground Fault Interrupter) outlets, replacing out-of-date fire extinguishers and flares, repairing a broken spreader light, and replacing wire nuts with marine electrical connectors. It all seemed pretty easy at that point!



Our second most important "chore" was to go sailing.

Our first trip was a beautiful afternoon sail to Boca Chita and back with our son Chris. On our second trip - the 2003 Labor Day rendezvous to Pumpkin Key - we met, for the first time, many of the "cruisers" at the club, and had a wonderful time. We also found it difficult to furl our jib,



and back at the dock learned what a halyard wrap can do to your forestay. In order to repair the frayed forestay we had to lower the main mast, and so decided to take both masts down and refinish them - which they clearly needed.

*(continued on page 3)*





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# COMMODORE'S REPORT

In regard to our most important subject, please refer to the "Lease Update". At the time of writing this article, Hurricane Frances had passed us by and we are watching Ivan wander westward just south of Cuba with full intentions of heading north. Fortunately, it appears that Ivan-the-Terrible will steer clear of our blessed Club. This was not the case just a few days ago... One of our more colorful members stated: "That storm is heading right down my barstool"! He was advised to move one over. There is yet another tropical depression forming just outside of the Windward Islands. It has been 40 years since Florida has been terrorized by so many hurricanes.



Frances was our closest call. She gradually made her way north paying a visit to the Bahamas Islands and then finally making landfall at Port St Lucie. Due to her unpredictable nature, a hurricane warning was issued for almost the entire eastern coastline. However, the Club was well prepared. Our dedicated staff did an excellent job in stowing all of our equipment. Attempts were made in earnest to hoist the first dinghy using a traditional sailor rigged block and tackle system, however, we broke down and followed the advise of a more seasoned sailor who recommended the purchase of an electric hoist. It was not too difficult to give up that old tradition of manhandling the boats to the ballroom. The new hoist worked great and we were able to safely stow all the dinghies and equipment in a reasonable timeframe without the heavy work. In parallel, another group of volunteers worked with the staff to tow our powerboat fleet up to the high grounds of Silver Bluff. To complicate matters we now have more powerboats than trailers. The staff was then given a well deserved weekend off to care for their own homes. At that point, some of the old Salts started to show-up to weather the storm at the Club. Sailors are somehow internally attracted to a good blow. Our honorable Secretary, Marc Buller, tended bar and the high sea storm stories rolled. The winds climbed to > 50 knots and we watched as the few unfortunate sailboats (that remained on the moorings) took a beating. The storm lasted for a few days and there were some heroics worth mentioning...

Several of our dedicated members maintained a steady watch of the club sailboats anchored at the various hurricane holes. Patrick McCann kept a close eye on Star Island and the Marine Stadium while Terry Fisher stationed himself at the Gables Waterway and also watched over the club moorings. I received the first notice of a club sailboat in trouble from Patrick. He reported that a sailboat had just dragged anchor in Star Island and came in contact with another. He then quickly organized a motley crew and with the use of a borrowed powerboat quickly rescued the vessels. He then notified the owners who helped lay several more anchors. I then received another call from Terry Peters who reported that a boat had come loose from the moorings and was against the seawall. Terry acted quickly to place fenders and secure the vessel. Bill Beavers then organized a rescue team to tow the boat to safety. It should be noted that Bill also assisted many members in loaning and placing "powerful" anchors. During the storm, another member noted that new docks had separated. Joe Logan donated his old halyards and secured the docks. Good seamanship and fellowship is one of our core strengths!

We tried something different this hurricane season. Several qualified volunteers organized launch services from the various hurricane holes. This program worked great and will be repeated in the future. However, the sailboats that remained on the moorings through the hurricane watch were recorded and will be subject to penalties as determined by the Board of Directors.

(commodore continued)

After the hurricane season passes it will be a time to refocus our efforts on achieving our goals of providing even more community service and being recognized as a valued steward of the City's property. On that subject, we held a party to celebrate the great success of the Virrick Park Pool Program. Although the turn-out was little less than expected, the party was attended by our City of Miami friends: Frank Balzebre and Jason Walker. We had a great time and with the help of several volunteers, the kids were able to enjoy the day on both big and small sailboats. It is programs like these that really make us a great organization.

Last month, we held our needed "Grand Work Weekend". Our Vice Commodore, Vladimir Stroleny, did an excellent job in organizing this event. We had a great turnout and really made a big impact on the Club property. Even after the budget was depleted, several members decided to donate the remaining materials rather than see a job left incomplete - now that is true dedication and commitment! We should all take great pride in what was accomplished that weekend.

Now finally getting to the business of the Commodore's

report... The club continues to run smoothly with no major issues other than the lease situation. Our manager, Scott Salzburg, has done a great job in dealing with our ever growing membership and running a top notch kitchen and bar. Our Sailing Director, Britt Price, has been working with the Rear Commodore, Jim Clark, to grow the existing programs and introduce new ones (please see Jim's report). To her credit, the summer sailing camp was an absolute success. Our dockstaff is doing an excellent job in running the moorings and caring for the property. I believe that for the first time in the history of the club, the mooring maintenance is actually ahead of schedule. The dockstaff is also working outside of our gates to care for the surrounding City and park properties. As always, the bartenders are keeping everyone happy. Finally, the Bridge, the Board, and the Chairmen are working hard to secure our future and even the Treasurer is happy. This all makes that job of Commodore pretty easy - but let's keep that a secret.

Fair Winds

*Jack Hamm, Commodore*

(renovating continued)

We took them home, put them in our living room and spent the next two months stripping and refinishing - including removing all the tangs and other hardware, and having them polished or re-chromed. We also had a new - much heavier mast-top fitting made to replace the old, cracked one. When the masts went back up we had all newly polished hardware, nine coats of Bristol finish and new standing rigging.



While this was underway, we also learned about the difference between varnish and Cetol and the other varieties of teak finish - as Janice stripped the Cetol off the teak decks, rub rail and combing, and replaced them inch by inch with real varnish. Along the way we learned the best way to refinish teak, how to raise and lower the masts at dockside and how to tune the rig. And learned the most important lesson - NEVER PUT ANY FINISH ON TEAK DECKS!



After we completed the annual tiki-bar party - also know as the "Rendezvous at Gilberts", came the job of replacing the really old canister fuel filter with a new Racor. The old one was literally filled with black "gunk" that didn't even look like fuel! Along the way we learned how to bleed the fuel line and injectors, and the general layout and functions of the engine components, including the all-important cooling water pump.



In May 2003 came the next big step - the haulout and a look at the bottom. Blisters were repaired, and the bottom repainted. While "on the hard" we decided to have the topsides painted by the pros. Expensive - but the final result was well worth it, as the sprayed-on "majestic blue" Awlgrip finish is flawless. We refinished the cabin-top ourselves and learned how to do a reasonable roll and tip job.

Following a month out of the water we renamed the boat to "Effortless" with a special ceremony held dockside, with our friends at CGSC, and started our first voyage - a "circumnavigation" of the Keys - Miami to Key West (inside/ outside) - out the north-west channel into the Gulf of Mexico and along the northern Keys, then back to Miami on the inside. Along the way we learned what can happen when you back down on the anchor too-hard - pulling the shaft out of the coupling.

Half a day later we had learned how to lever the shaft back into the coupling. We also learned how to jury - rig our old worn-out jib when the clew ripped out.

In July we replaced the raw-water pump that had started leaking - drip by drip, and along the way learned about the entire cooling system. Ahead of us lies replacing all the internal gaskets and valves on the head, along with major projects such as replacing the teak deck and chainplates. And so it goes - bit-by-bit repairing and replacing as needed - and sailing all along the way - always looking forward to the next rendezvous!

As all long-time boat owners and members of the club know, "sailing" is a process that includes both the time spent under sail and the time spent at the dock, on the hard and



in the refitting and maintenance that goes along with owning a sailboat. We believe it is the combination of it all that inspires us to keep at it - repairing, refinishing, sailing - a process that is always an adventure!



# VICE COMMODORE'S REPORT

It was nice seeing all the people working hard for their club during work weekend. Thanks to all the people that showed up, we were able to complete the long list that we had of items that needed to be done.

The major groups were:

**Docks repairs** - This group got so involved in their project that when they ran out of wood they started to donate additional wood to the club. I guess it helps that they were working out in the hot sun.

**Painting** - This group basically painted the whole club, parking lot strips and the anchors in and in front of the sailing club.

**Row Boats** - This group was able to sand and paint all the boats. The



rub rails arrived late and should have been installed by the time you read this article. Two members thought that we should name the boats and so they started their new project (like at 5pm on Sunday – dedication).

**Arm Rail** – Volunteers did a wonderful job on the making the arm rail look pretty. But during work weekend, you better not have touched her work area.

**Sunfish Repair** – I saw Richard Crisler smiling, so he must have gotten everything repaired.

**Moorings** – This group also suffered with the heat, but they were able to make two new moorings.

**Dock Carts** – A group painted the carts and greased all the wheels. They had it made in the shade, but it was greasy.

As a reward for all the hard work, the staff provided the volunteers with our famous Free CGSC hamburgers, hot dogs, lemonade, and beer. I thank everyone for their help and I hope you enjoyed the club atmosphere.

With all the hurricanes missing us, the members and staff have been under some stress. The staff and volunteers were able to prepare the club for these hurricanes. We had some boats stay on the moorings. These boats would not have been a pretty sight if the hurricanes have gotten closer. The moorings will drag in high winds, especially during storm surges. Even pictures from Grenada and Florida showed that screw down mooring do not do well during hurricanes. The rules and regulations that are in place are for the security of your boat and the club. The reason many club boats survived previous hurricanes is that the owners moved their boats to safer places. Boats that were left on the mooring during Andrew were later found on Bayshore Drive or in the park. We had some boats get loose and drag during Frances, even though during Frances we had no storm surge or really high winds. Just imagine leaving your boat on the mooring during a hurricane and what the outcome would be. I hope we all will prepare our boats and club for any future hurricanes in a way that once the storm leaves, we can go back to enjoying our club with its great sailing venue.



*Vladimir Stroleny*

August 11, 2002  
Mr. Richard Crisler  
Coconut Grove Sailing Club

Dear Richard:

Thank you and the Coconut Grove Sailing Club for providing an introductory sailing class. My son Jeffrey expressed interest in sailing after attending your youth summer sailing camp. Your beginners adult sailing class has helped us to learn a sport that we both enjoy.

We learned the rules of sailing and techniques that will become a foundation for our future sailing experience. Jeffrey and I are looking forward to getting our first sail boat and spending time together on the water.

I will always remember the two days at the Coconut Grove Sailing Club that got us started as sailing enthusiasts.

Sincerely,  
William Canary



*Laser Sailors enjoyed the last days of summer with a sail on the bay.*

# REAR COMMODORE'S REPORT

**A**s you're aware, we're in the middle of one of the busiest hurricane seasons in many years. I hope you've suffered no loss as a result of the storms, and I know the Club is re-examining policies and procedures to ensure Club - and member's - property is safe during such events.

I'm proud to announce that the partnership between the Coconut Grove Sailing Club and Miami-Dade Public Schools will officially begin Monday, October 17<sup>th</sup>. The program will be known as the "Marine Science And Recreation Management Academy at the Coconut Grove Sailing Club". Able and disabled students from across Miami-Dade County are expected to participate. Students from North Miami Beach HS will be the first to engage in this program. The program will feature an excellent 5/1 student/teacher ratio, and will offer the following to students who participate:

- sailing instruction
- environmental awareness
- kayaking, snorkeling instruction
- classroom sessions
- environmental law
- boat safety
- marine robotics
- marine archeology
- career possibilities in the marine industry

A brochure describing the program will soon be available. Another feature of this program relevant to City of Miami residents will be that kids attending City schools will be given "first right of refusal" for access to the program. I would like to thank Dr. Jayne Greenberg from Miami-Dade County Public Schools for her vision, hard work, and enthusiasm to bring a great program to life for the children of Miami-Dade County and the City of Miami. Stay tuned for another sailing program initiative coming to life soon, involving a partnership between the City of Miami Police Dept. and the CGSC...

Upcoming October regattas include the Florida State Laser Championships in Fort Myers on October 16 - 17 and the Miami Yacht Club Fall Harvest Regatta on October 23 - 24. Of course, I would be remiss not mentioning the 50<sup>th</sup> Annual Columbus Day Regatta, being held Saturday & Sunday, October 9<sup>th</sup> & 10<sup>th</sup>. For details check with PC Larry Whipple, or visit <http://www.columbusdayregatta.net>. Due to all that hurricane activity, the Sarasota Labor Day Regatta and the Cressy Qualifier for High School Laser Sailors both had to be rescheduled.

Speaking of sailing, we're continuing to solidify our involvement with US Sailing's "National Sailing Programs Symposium". This is the leading national event for sailing enthusiasts and professionals alike to meet and discuss ideas on how to grow the sport of sailing. As it stands, the CGSC is set to host an afternoon of lectures, discussions, and on-the-water demonstrations during this high-profile event. Look for details on how you can participate elsewhere in this issue.

More good news: City of Miami Fire-Rescue has donated its' boat in the upcoming Miami Dragon Boat Races to the CGSC. This means we will be able to participate in a great, high-profile community event at no cost to the Club. A few of the City firefighters have even volunteered to "chip in" and provide some extra horsepower for our entry...see the notice below for details. Kudos to Fire Chief "Shorty" Bryson for the generosity!



Finally, I'd like to take a moment to recognize Richard Crisler for all of his hard work over the years, and for his continuing efforts with CGSC sailing programs, and other responsibilities at the Club. His leadership during the recent "work weekend" resulted in the Sunfish fleet being revitalized. Of course, for some time now, Richard has been doing "work weekends" at the Club - so please - take a moment and say "thank you" to him for his dedication to the CGSC. We need many more Club members to step up and take on responsibilities to ensure our Club continues to be able to offer the services and environment we currently enjoy.

As always, if you have any thoughts, suggestions, or ideas, about our sailing programs, or about the Club in general, please feel free to call or write: [RearCommadore@cgsc.org](mailto:RearCommadore@cgsc.org) (preferred) or 305-444-4571 Ext.#32.

Fair winds,

*Jim Clark, Rear Commodore*



**Miami Dragon Boat Race**

Remember the longboats featured in the "Hawaii 5-0" TV show open? Well, you can put yourself in the "paddlers" seat for the CGSC this Halloween weekend!

The Miami Dragon Boat Races are back, and the CGSC is racing. Let Scott know you're interested, or write to Jim ([rearcommadore@cgsc.org](mailto:rearcommadore@cgsc.org)). Two practice sessions are scheduled before race weekend (10/30-31), so save your seat on the boat right away!

# TREASURER'S REPORT

First of all I hope you all came out ok from the recent storms. We all need to do a hurricane dance or something to keep them away from here.

Our Club continues to be financially sound as indicated by above budget profits during the past few months. I want to thank our bookkeeper, Jennifer Able, for helping me understand our accounting methods; it has and continues to be a learning process.

Three of our members have volunteered to be in the Finance Committee so with their and the Vice Commodore's help we should be having our first meeting during the beginning of this month. Thanks again for volunteering - even though the Bylaws indicate that the Finance Committee is to be comprised of three members, the Vice Commodore and the Treasurer, if you wish to volunteer we can always use the additional help.

A review of the August financials indicates that our work weekend was not only a great success in repairs but also financially since we did not exceed any particular budget line item. I want to thank all those members, which donated planks for our main dock. The dock was becoming a hazard and without your donations we could not of done the much needed repairs.

For those of you who chose to pay the annual dues on a quarterly basis, please remember that your second installment is due on October 1<sup>st</sup>.

*Jaime Ramon, Treasurer*



# SECRETARY'S REPORT

Wow! It's October already! Time sure flies when you're boarding up windows and securing boats!!!!I'm glad the storms of September have left. For awhile, it seemed to never end. One thing that does not end is this Club and the work the Bridge, Board, Committees and members do to make this the great Sailing Club it is. I was impressed by the team work shown over the last month.



First, there was the strong turnout for the work weekend. Lot's was accomplished (nothing like swinging a hammer). It was all done in a group manner with everyone cooperating and putting their shoulder to the wheel. The Club looks great.

The hurricanes then started showing up and although we all had issues to care for at home and work, the Club was "Battened Down and Ready for Heavy Weather."

This took an effort by the Staff and Members. We were all happy to see the storm avoid Miami, but then it was time for perhaps another storm. The Club stayed "Battened Down" (somewhat). Now that the storm decided to spare South Florida (sorry Panhandle) , it's time to look get back to what we do best: Sailing!

There was another Group effort in returning boats from the Hurricane holes. Whether it was "Up the River" or "In the Mangroves", I witnessed members and staff helping others return the boats, ferry people to their boats and to the River to pick up cars (Thanks John!)

Of course, other things continued despite the weather. The Channel still needs articles and the Branning's still "Put her to bed". (I guess a publication, like a ship is feminine.) I hope you like the changes implemented and be ready for more. Beth Hernandez also continues her duties on the Web site. Please check for changes and new information. Social events and other important information is there. Check the links for Notice to Mariners and WEATHER !!!!!!!

Happy Sails to You,

*Marc Buller, Secretary*



**Attention all  
Members and  
Friends of  
the Club:**

The Youth Sailing Programs need your help. We are looking for volunteers to help repair and Paint the club Prams and Optimist. This includes Fiberglass work, paint and general repairs. Please go to the website to sign up. If you have any additional questions please call Scott Salzberg at 305-444-4571 ext. 18.

## MEETING SCHEDULE

Please be advised that the schedule for Monthly Club Meetings have been revised as follows:

- On the 3rd week of each month,
  - \* Executive Meeting on Weds @ 6:30pm
  - \* Board Meeting on Thurs @ 7:00pm

- On the 4th week of each month,
  - \* General Meeting on Thurs @ 7:30pm

*Please remember the General Meeting is YOUR meeting.*

*Bring your questions, comments and suggestions.  
The Bridge appreciates your feedback.*

# Youth Sailing

Britt Price, Sailing Director

## Sailing Classes

We are behind schedule due to Hurricane season! We are starting our first Green fleet practice Saturday September 18<sup>th</sup>. We have our first Learn to Sail classes too. Since Hurricane Francis and Ivan have changed the weather here at the club, I have only had time to teach one St. Stephen's after school program. It was great; we have 13 kids enrolled for this session. Most are returning sailors from last year and a couple new ones.

We have a new revised schedule too! If you are interested in signing up please contact Britt Price @ 305-444-4571 ext. 11 or email me at [britt@cgsc.org](mailto:britt@cgsc.org). Here is the revised schedule for Learn to Sail:

### Level 1 (Beginner)

October 9, 16 & 23 9:00am – 12:00pm  
October 30, November 6 & 13 1:00 – 4:00pm  
December 4, 11 & 18<sup>th</sup> 9:00 – 12:00pm

### Level 2 (Intermediate)

October 9, 16, & 23 1:00pm- 4:00pm  
October 30, November 6 & 13 9:00am – 12:00pm  
December 4, 11 & 18<sup>th</sup> 1:00pm – 4:00pm  
November 27<sup>th</sup>- we will not have scheduled classes due to Thanksgiving Weekend.  
\*\*Reminder class schedules are tentative due to weather and class size. \*\*

## Virrick Pool Awards Party

We had our first Awards party for the kids who passed the Learn to Swim and Introduction to Sail from Virrick Pool last month. It was a great party with food and drink and of course sailing. We had the kids sail off the dock in the prams with the help of our coaches Mike and CJ Abell. The kids had a blast sailing around in all directions where their parents could watch the skills they learned. Then Mr. Beavers took some of the families out for a cruise around the bay. The kids had a great time and so did all the volunteers who came out to show their support. Special thanks



to Annabelle From Seth Gordon's office, Commodore Jack Hamm, Clare Hamm, Rear Commodore Jim Clark, his family, Mark and Cathy Buller, Past Commodore Bud Price with his wife Beth, General Manager Scott Salzberg and all the other



members who came down for the party, and the Women's Club for all their support. See you next summer!



## Adult Sailing Report

Though Frances, and even Ivan, really destroyed our actual instructional program this past month, we really achieved a lot. First, we had a really great Adult Sailing Clinic, conducted by US Sailing Instructor Rob Quinlivan on our usual fourth Sunday of the month in September. It was well attended, by both new students and current club members. While we do not allow adults to bring their small children to the original instruction classes, we encourage them to bring them to the clinics. You will see a mother and young son returning to the training dock in one of the pictures with this article. We also hope that you will notice a similar article also with this issue of the CHANNEL with a testimonial from a father who recently took the Learn-to-Sail class with his teen-age son.

Our Work Weekend was a **GIANT** success for our Learn-to-Sail program. We were able to bring our SunFish fleet almost back to its' full status. There were SO MANY people that we are so grateful to that I could not possibly name them all, but with this group we managed to sand and paint all the rudder/tiller assemblies, replace a lot of broken parts, totally refurbish our sail inventory, and clean and wax all the hulls. I know I represent our club in extending an extreme thanks to all the generous, dedicated members who helped us achieve a monumental task in only the first day of the work weekend. Thank You, Thank You, Thank You!! Thanks also to Britt Price who came through for us at the last minute with some important replacement parts ordered from a discount firm that she had selected.

We are not discouraged by the current cancellation and rescheduling of our classes due to Frances and Ivan, and as a matter of fact, are anxious to complete our October class, scheduled for Oct. 2 - 3. We invite all members, and especially the new members to sign up to help us with these fun classes. It is a great way to get to know your club better and meet new people. Please contact Richard Crisler at 305-342-4775 or [crisler@mindspring.com](mailto:crisler@mindspring.com)

Fair Winds and Safe Sailing,  
**Richard Crisler**



*"Anxious clinic sailors are ready to go on their all-day group sail."*

# Mooring Committee

Bill Beavers

## GUIDELINES FOR THE SAFEKEEPING OF BOATS DURING HURRICANE SEASON

CHANT (To be yelled loudly): June - too soon; July - stand by; August - a must; September - most ever; October - not over; November - remember.

(1) Keep adequate clean fuel, filters clean and run engine 1/2 hour weekly. Acquire **THREE (3) LARGE STORM ANCHORS**. Danforths are good here; so are Fortress/Guardians. Nat Herreshoff: "Plows belong in the cornfield." I think that's true here unless they're VERY LARGE for the boat. Delta's are pitiful, and small anchors (12# -steel) are useless for big boats in storms. **DO NOT USE WIMPY ANCHORS AS YOUR BOAT AND OTHERS WILL BE DAMAGED, AND YOU WILL BE UNPOPULAR!!!** Use 100 foot line, chain and CHAFING HOSE secured.

(2) Keep bottom and propeller clean. Explore the safe-haven sites. Look for ways to improve this plan.

(3) Know how to perform all the steps and get early agreement with **AT LEAST ONE FRIEND TO HELP YOU**.

(4) Before or ASAP after a Hurricane **Watch** or **Warning** is announced by NOAA take the anchors aboard (lashed on deck is O.K.) and go to one of the following locations. **Anchor at least five**

**(5) boat lengths from other boats.** Place largest anchor to where strongest wind is expected, probably SE, and the other two **120 degrees** on bow each side with 10:1 scope **maximum**; to much line allows boats to "sail at anchor", jerk madly and damage other boats. A dinghy and with extra hands is really helpful as the anchors require careful placement. Secure chafing gear in place and lash tiller/wheel 45 degrees off center to minimize sailing.

1 - West of Star Island: 3 bridges N of CGSC: Rickenbacker, Dodge Island, McArthur, then right past the Miami Yacht Club to the Flagler Memorial and right.

2 - Marine Stadium: Thru Rickenbacker and right to far end and out from from the Rowing Club.

3 - No Name Harbor - Key Biscayne-Bill Baggs State Park

4 - Coral Gables Waterway: south past Four Way Channel and into the Waterway; take the 1st left to the end. This is a preferred spot for many; four rules apply: 1) Do not anchor nor attach lines across canals. 2) Do not tie up to private property. 3) Do not attach to mangrove trunks, but walking anchors well into the mangrove roots is apparently O.K. 4) Everyone is responsible for damages they cause. Method: nose the boat near to the mangroves but afloat, walk an anchor(s) into the mangroves and angle stern anchors to position the boat and hold it out of the mangroves in case of surge.

(5) Minimize windage: Remove bimini tops, sails and dorades; lower boom.

(6) Check packing flange for drip, pump bilge, check head and valves, turn power off but leave auto-bilge pump on if you have one, lock boat and set alarm.

(7) Check boats often in succeeding days and notify others if their boats are NOT O.K.

Cooperation helps keep boats safe and minimizes problems. Get someone to share a motorized dinghy, and someone with a van or truck for pick-up at the Watson Island boat ramp (parking fee \$8/day), Miami Outboard Club, Miami Yacht Club, Rowing Club, No Name Harbor or Gables Waterway: Cocoplum Blvd. Also, read the CGSC Manager's e-mails for launch service to the sites. "All for one, and one for all", and all will be O.K. It gets easier once we get into it. This is not an exclusive endeavor; anybody can be a part. Get in touch with others going to the same place, a hand-held VHF or celfone helps, and Good Luck to us all!!! wlb

### Twenty Six Years Ago, October 1978

John Brennan, Vice Commodore, requested the club membership to participate in Work Days. "If you come late and hungry, you'd better stop at Lum's." DO YOU REMEMBER LUM'S?

Commodore was Jim Weber. His son, Michael Weber, became a full member and did not have a boat at the time. Today, 26 years later, Michael with wife Katia, are members and have a Bristol 30. Glad to have you aboard.

Moorings Chairman Bill Beavers was quoted for saying, "I am the man to see if you have questions concerning the moorings." Bill is STILL the one to see if you have moorings questions, twenty-six years later. Keep up the great work, Bill! Very much appreciated!

Entertainment Committee Chairperson Fay Regan announced the Annual Regatta Party and the C-Gulls were cooking for the party. The band was the Caribbean Gypsies, playing the goombay beat. Fay is still racing today and represents CGSC at regattas. Go Fay!

Race results twenty six years ago included Gonzalo Diaz and Bob Russell winning third place in the North American Snipe Races. Gonzo Diaz Jr. and Adam Goldwebber received sixth place. Ninety-two boats participated in the race. Twenty-six years later, the Diaz racing duo still represent CGSC winning Snipe regattas! Excellent racing gentlemen!

### "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!



## A Very Sad Report from Moorings in Grenada

I have just returned home from what began as a fabulous 3-week sail through Dominica, Martinique, St. Lucia and the Grenadines and ended in Grenada in disaster. I have pictures of all the boats there except PHILOS and can give you fair assessments of each.

First the sequence: On Sunday the 6<sup>th</sup>, while enjoying the Tobago Cays, Paul Wright, our captain, got a call from Canouan stating the hurricane center was predicting Ivan to pass 17 miles N of St. Vincent and the base was being evacuated and all boats moved to Grenada, hopefully avoiding the storm. We returned to the base and dropped Paul off to skipper MOONDANCE down while brought ENCHANTRESS II down. Since there weren't enough skippers to bring all the boats, many remained in Canouan. We overnighted Sunday in Chatham Bay and had a lovely sail down the windward side of Grenada with our new spinnaker and pulled into Secret Harbor in the afternoon. We were given space at the dock, on the windward side. I backed in after laying out all our chain and we then set out kedge anchor to port with maximum scope and to a buoy to starboard. Alicia was anchored in from of the mangroves and secured to them, along side were POPOKI, a 3800 and another Moorings boat. BELLA GATTA, a 4700, was already at the dock, along side a beautiful 75-80ft Swan. She was secured like we were, anchors in front and multiple stern and thwart ship lines. The following morning, Tues., several other Moorings boats arrived from Canouan and were secured at anchor and at the docks.

ALICIA had been on charter and was anchored in the bay adjoining Secret Harbor. Tuesday morning the 5 am weather report placed us directly in Ivan's path and the decision among the skippers was to get off the boats and into a safe hotel. Fortunately for us all, the first hotel to answer the phone was the Tropicana, just outside St. George's, overlooking the lagoon. It is made out of concrete block and was one of the only mildly damaged buildings



in Grenada. There were approximately 40 boats at anchor and many more tied to the dock. There were many other families there from cruisers anchored in the lagoon. The weather was fair with some rain and mild to moderate gusts until about 1400, and then Ivan arrived with a fury I hope never to see again. As the wind intensified the boats would swing in 180-degree arcs, and several began dragging anchor. Two people were seen fending off each other's boats and trying to reset their anchors, the full brunt of the hit. The front side wind came directly down the lagoon from the West, and visibility was reduced to 50 ft at most. All that could be seen were part of houses and roofs flying by. I have a lot of video of the whole storm, and will try a put together a DVD ASAP.

As the eye passed over, visibility improved and very few boats were left at anchor. All were pillaged up to 4 deep, on shore. CHEAP THRILLS had been at anchor on the far side of the bay, then dragged and was broad side on the old dock. When next seen, during the eye, she had been flipped. As the eye passed, the wind veered 180 degrees and blew out of the lagoon, from the West, again obliterating all visibility. This lasted until about 1830 and in the dusk, only carnage could be seen. A wet, dark and uneasy sleep ensued and in the morning, we looked out on destruction more like a war zone. In front of us every tree was down, remains of roofs and houses everywhere and streets were impassable. Paul, Maz and I decided to trek over to Secret Harbor to check on Enchantress and began walking. As we got close to Foodland, the looting was rampant, including the boats washed up on the beach. All but two or three were sunk or on the beach. CHEAP THRILLS was upside down and dismantled, MUGAVI

was resting on the old dock, dismantled and we couldn't tell if she was holed or not. The locals weren't interested in us and we actually found a ride and drove slowly through the trees, downed wires, sheet metal and debris. We walked the final distance down the hill to Secret Harbor to find a better situation than the lagoon. While 95% of the boats in the lagoon were sunk or on the reef, only 50% here were. Our boat, ENCHANTRESS II had the port hull sunk. She apparently had been lifted onto the dock and dropped on a cleat (broken cleat, fiberglass and bottom paint evident), holed and sunk. ALICIA could be seen the adjoining bay, undamaged we think, but stuck in the mud. MOONDANCE was apparently undamaged, on the rocks, high and dry, POPOKI was also minimally damaged high and dry in the mangroves, and TWO PERFECT was high and dry in the mangroves with a bent rudder. BELLA GATTA was at dock with both transoms damaged and a hole in the starboard transom under the transom but above water line. She also had some bow damage. LAURAUS had a smashed starboard side with bent stanchions and fiberglass but was sailable and was sailed back to Canouan on Thursday. CALCUTTA also had a smashed starboard side, bent stanchions, torn off midship cleat and was leaking some through the damage but was sailable and we sailed her back to Canouan on Thursday. PHILOS was unknown. I saw her Monday in Chatham Bay and told her the base was evacuated and to proceed to Secret Harbor. He was headed north and said he needed to clear customs. I told him to call the base but as of Friday the base had no

word of him. We had heard through the grape vine he had tied to the dock in Clarks Court Bay and that the dock was gone and most boats sunk or severely damaged. The beautiful 80 ft Swan was sunk, apparently holed by BELLA GATTA'S bow in the first part of the storm, then when the wind reversed she took on water and sank, trapping BELLA GATTA in. Across the dock from us two more boats were sunk, apparently ramming each other. The wind initially came down the bay, breaking loose the anchors and causing all the anchored boats to



float off out towards sea. After the eye passed and the wind reversed, they were all beached. Somewhere during that process ENCHANTRESS'S anchor was dislodged, allowing her enough scope to hit the dock. Eyewitnesses said the second half of the storm did most of the damage, caused by huge surge and waves. A Lagoon 57 had her anchor drag and floated and bobbed around the harbor throughout the whole storm and sustained only

minimal damage to one bow, while we with three bow anchors and multiple rear and sidelines got sunk at the dock.

Grenada is a true disaster. Only 10% of homes and businesses have roofs, there is no power and won't be for months, there is no water. We flushed toilets at the hotel using rainwater. Food is scarce, all frozen food will spoil and anarchy is quickly ensuing. We spoke to American Airlines reps in St. Lucia who said they had attempted to fly in supplies and Meds. But the plane was rushed by locals and they had to take off without leaving anything. I've heard the airport is now secured, but only private charters are going in and out and no commercial flights yet. They need major assistance from any and every disaster relief organization. It will take years to rebuild and for crops to regrow. All the trees over the whole island were broken and denuded of leaves, just stumps and limbs left. I've never been in a hurricane, had no sense of their power and hope to never again relive that experience. I have pictures of all the boats except PHILOS and would attach them but I don't think the site supports jpeg. Good luck to all of you and especially to the Grenadians, a people who still appreciate what we've done for them in the past.

Judy Rouse

# LEASE UPDATE

As you are aware, the City appointed an Evaluation Committee consisting of several volunteers to review bidder qualifications for the Coconut Grove Waterfront Master Plan. At the completion of their task, the committee will present their results to the City Commissioners, who will then vote on approval and enter into financial negotiations.

On June 30th, the following six bidders submitted their qualifications:

- 1) Sasaki Associates, Inc. Watertown, MA [www.sasaki.com](http://www.sasaki.com).
- 2) EDSA, Fort Lauderdale, FL, [www.edsaplan.com](http://www.edsaplan.com).
- 3) Kimley-Horn & Associates, Inc., Miami Beach, [www.kimley-horn.com](http://www.kimley-horn.com).
- 4) Bermello-Ajamil & Partners, Inc., Coconut Grove, [www.bamiami.com](http://www.bamiami.com)
- 5) Wallace Roberts & Todd, Coral Gables, [www.wrtdesign.com](http://www.wrtdesign.com).
- 6) EDWA, Inc., Miami Beach, [www.edaw.com](http://www.edaw.com).

The Evaluation Committee was assigned the daunting task of reviewing the submitted material (binders) and then meet on September 10<sup>th</sup> to narrow the field to 3 contenders, who would then be invited to provide oral presentations. While these meetings are open to the public, actual public participation will begin after the contract is awarded. As documented in the RFQ, City officials mandate that at least three meetings are held between the consultants and the stakeholders - the club is listed as such.

The RFQ Evaluation Committee consists of the following individuals:

- 1) Bud Price (Chair), *Coconut Grove Sailing Club*
- 2) Harry Horgan, *Exec. Dir. Shake-A-Leg Miami, Inc.*
- 3) Kathleen Morris, *Coconut Grove Village Council*
- 4) Ernest Burkeen, *Director, Parks & Recreation*
- 5) Ana Gelabert-Sanchez, *Director, City of Miami Planning & Zoning*
- 6) Stephen Bogner, *Marinas Manager for Public Facilities;*
- 7) Alicia Cuervo-Schreiber, *Chief of Operations.*
- 8) Wendy Kamilar, *Waterfront Advisory Board.*

The evaluation process liaison is Pamela E. Burns, Sr. *Procurement Contracts Officer City of Miami Purchasing Department.* Additionally, the Certification Committee, which screened responses to ensure minimum qualifications were met, included: Enrique Nunez, Planner II, *Dept of Planning & Zoning;* Michael Rath, Assistant Director, *Purchasing;* and Robert Weinreb, *Consultant to the City.*

As previously stated, the Evaluation Committee is under a "Cone of Silence" which means that they cannot discuss the project with each other, the commissioners or the bidders. However, the Cone of Silence does not affect ordinary citizens from discussing the

project or making our opinions known to all of the members of the Committee.

## Outcome of the Sept 10<sup>th</sup> Meeting:

After the meeting was called to order, Pamela Burns requested a volunteer for Chairmanship and Bud Price stepped-up. Bud and Harry Horgan expressed an interest in hearing orals from all 6 bidders. However the committee decided that pending the outcome of the scoring, the committee would narrow the field down to whatever number necessary with 3 as the minimum.

After several hours of debate, the committee established following short list (ranked by score – lowest wins):

- 1) Sasaki (14)
- 2) EDSA (15)
- 3) WRT (21)
- 4) Kimley Horn (27)
- 5) ~~EDWA (32)~~ (eliminated)
- 6) ~~Bermello-Ajamil (33)~~ (eliminated)

It was decided that the oral presentations would include the top 4 contenders. Note that the ranking reverts to starting the score from scratch at time of presentations. The oral presentations will take place some time in the last week of September. Pamela Burns will establish the meeting place and time and provide public notice. The committee agreed that the presenters would be kept to 20-minute presentations, after which the panel will take up to one hour to ask questions.

The leading firm definitely has impressive credentials, however, there are some concerns regarding the scope of their projects and the lack of a local perspective. From the club's standpoint, WRT is more "grass roots" with a better grasp of the needs of the community and the history of the area.

## City Mooring Plans:

In parallel to the RFQ, the City has applied for a mooring permit with the Florida Department of Environmental Protection (FDEP). We were able to review the plans at their Palm Beach office. The plans call for a reduction in the density of the existing mooring field to approximately 140 and utilize the downstairs of the club as "temporary upland facility". These plans have not yet been endorsed by the Waterfront Advisory Board and do not include any significant changes from the City's original concept proposed a year ago. This creates some concerns, however, that the moorings are in the scope of the RFQ so the final plan is not yet decided upon. According to Jennifer Smith of the FDEP, the City is still working through several issues including a possible reduction in scope to include only the "dede" areas which are east of the spoil islands. The plans are posted on Dinnerkey.com.

(lease update continued)

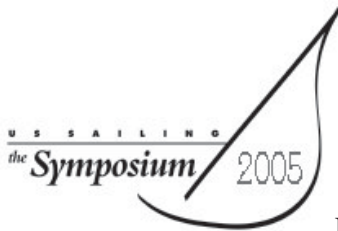
The question still remains on who will run the moorings. As you are aware, last year the club presented a plan that clearly demonstrated our abilities to provide both community service and increased revenue to the City. However, the City is still in the planning phase and this issue will probably not be resolved for several years.

#### What are we doing?

We are actively integrating with the community and providing more public service. Please review the Rear Commodore's article regarding our on-going efforts in the sailing programs. In addition we are staying involved with Community Organizations, such as, our immediate neighbors the Qualify of Life Committee. This group has formed a subcommittee, the Waterfront Working Group, which is staying abreast of the RFQ process from a homeowner's perspective. The mission of this group is to work with the City to ensure that public participation occurs on a large scale. The club has been very engaged with this group to ensure we are also meeting the needs of the community.

At this point, the most important thing we are doing is being a good steward of the City's property and, in doing so, making a positive impact in the community. Let's go sailing!

Jack Hamm  
Commodore



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 - rearcommadore@cgsc.org/



## A Note from Old Friends

A message from Roberta & Tito Figuerora cruising the Caribbean:

We are glad to be in Trini because hurricanes don't go this far south. Also, it's so inexpensive here that I'm going broke saving money; new upholstery, lifelines, cockpit side window-curtains, repaired canvas, house batteries (shipped from the states duty free), bed sheets, toilet plumbing, and solarpanels (to be shipped from the states duty free).

Unfortunately, we cannot say the same for the people in Grenada. It is so bad that we will bypass the island on our passage north at the end of our stay in Trini. At the very most, we may stop there to rest since it is 12 hours away. We can always continue another 6 hours to Tyrell Bay, Carriacou but that would make for a long day for us. We'll see.

So forget any vacation plans in Grenada for years. However, places like St. Vincent & the Grenadines are beautiful and very hospitable to cruisers, and visitors fly into St. Vincent, Canouan or Union Island to meet up with the yachties. Likewise for St. Lucia. The nice thing about St. Lucia is that a sail over to Martinique becomes very attractive since it's only 22 miles away.

Our best regards to our friends at CGSC

*Tito and Roberta*



# STANDING COMMITTEE REPORTS

## Entertainment Committee

As you probably know by now, the Shipwreck Party scheduled in September had to be postponed due to the threat of Hurricane Ivan. What a pesky hurricane season this has been so far! But we are undaunted by this and have rescheduled the party for Saturday night, October 30. Mark this in your calendar because it is really going to be a fun party, complete with a great live band, **The Outriggers**. Watch for posters at the club for more details. You can RSVP at the club office 305-444-4571.

The next event we have scheduled is the Christmas party on Friday December 3<sup>rd</sup>. Many years ago we used to have a tree trimming party to help us bring in the holiday season, separate from the children's Christmas party. It was a great way to help get the club festively decorated while sipping some eggnog and eating holiday treats. This year we are going to add a holiday buffet and some surprise entertainment to the mix.

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](mailto:dllamberti@aol.com). And remember to "Keep your sunny side up".

Dominic Lamberti  
Co-Chair, Entertainment Committee

## Race Committee Report

### One-Design & PHRF Racing

We have lots of great racing scheduled on Biscayne Bay during the next couple of months. So, whether you are a one-design or PHRF racer, its time to get your boat ready to race! We're especially looking for a good turn out of CGSC boats to race in our Annual Regatta in October. Here's the schedule:

September 26	BBYRA PHRF #8 Regatta
October 2	BBYRA One-Design #8 Regatta
October 9-10	Columbus Day Regatta!!
<b>October 16-17</b>	CGSC Annual One-Design Regatta (BBYRA #9)
<b>October 30</b>	CGSC Annual PHRF Regatta (BBYRA #9)
November 6	BBYRA One-Design #10
November 7	BBYRA PHRF #10
November 13	Women's Regatta
November 20-21	PHRF SE FL Championship (CGSC)

So, lets get ready to RACE!! If you have a current PHRF certificate, or if you have a one-design boat, there is no charge. If you have a cruising boat without a PHRF certificate, and don't want to pay the fee to get one, you can race at no charge in the ARC fleet. Contact CGSC's Bill Beavers about that.

## Rendezvous Committee Report

Labor Day Rendezvous' were held, although not exactly as planned! Locations included the Miami River, Marine Stadium, Star Island and Gables canals. Unfortunately only the boats got to "rock and roll" while their owners made the best of it on land by keeping the Grove's Nest open, taking turns as bartenders, and providing entertainment.



At the rendezvous-planning meeting held on September 9, future rendezvous ideas and locations were discussed. This year's rendezvous ideas include Elliott Key for Thanksgiving and our annual bash, Miami Yacht Club? for a skyline? Oriented dinner, and the traditional run to Gilberts. A Moon Over Miami - full moon rendezvous is on the list as is a possible "dinghy rendezvous" at the Barnacle for a full moon concert. We also plan to reinstate the Adventure Rendezvous with a trip to Bimini, followed by a second (within 90



days) to the southern Biminis, or Berrys next spring thanks to Joe and Jennifer. Look for a questionnaire regarding rendezvous activities in your October statement. Please take a few moments to complete it and return it to the Club. For more information or questions contact Janice or Alyn at [jbpmmom@aol.com](mailto:jbpmmom@aol.com) or call us at 305-441-2733.



Our first dockside rendezvous is scheduled for Friday October 15, when club members will show off their Morgan's. Join us dockside for a brew and a look at these classic boats. Upcoming dockside rendezvous' will include a rendezvous of "boats for sale", Beneteaus's and other classic sailing vessels. Contact us if you are interested in showcasing your boat.



For more information or questions contact Janice or Alyn at [jbpmmom@aol.com](mailto:jbpmmom@aol.com) or call us at 305-441-2733.

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Janice Pruett



## Chamber of Commerce

Many thanks to Ron Mann; one of our new Social Members and the Publisher and President of the ever-popular South Florida CEO magazine, for the recent color advertisement promoting the Coconut Grove Sailing Club. South Florida CEO magazine and Seth Gordon, President of the Coconut Grove Chamber of Commerce, partnered to publish a special section about Coconut Grove.

Mike Lovelady jumped to the occasion and produced a dynamic ad promoting our high points at CGSC. Annabelle Bovet at our Public Relations firm, Gordon Reyes, co-ordinated all the efforts and the ad appeared in the August/September issue in living color.

When you see Mike, Ron, Seth, or Annabelle please give them each a big "Thank-you."

Bud Price, our recent Commodore and current Chair of the Future Development Committee, spoke at the July meeting of the Chamber and updated everyone there on the RFQ. I am sure that you will hear more current information from Jack Hamm in his report. Bud cannot talk about it at this time as he is now under the "cone of silence" placed about the members of the selection committee.

Plans are underway for the CGSC to host the October meeting of the Coconut Grove Chamber of Commerce. The monthly luncheon will be October 12 at 12:00 Noon. Seth Gordon, President of the Chamber always has dynamic speakers and I am sure that this "Kick Off" meeting for the new Chamber season will be extraordinary. Guests are welcome. Call Scott Salzberg at 305-444-4571x18 or Cynthia Bettner, Acting Executive Director, at the Chamber 305-444-7270 to reserve a space for Scott Salzberg's sumptuous luncheon selections.

Anne Platt

## Jr. Racing Development

This summer, Britt Price, along with her team of instructors, had a very successful summer season. During this summer's sailing camps, they introduced 120 children from our community to the sport of sailing, learning in the club's Optimist pram dinghies.

Twenty two of these beginning sailors showed great promise and interest in joining our beginning racing ("green fleet") Opti program. On Saturday, September 18 we had the "Green Fleet Meet and Greet". This event gave the parents of the new racing kids a chance to meet with Britt, Coach CJ Abell, and myself, as well as being a social event and barbeque. The discussion included the practice schedule, future regattas, and the time and travel commitments that parents should be aware of. This event should be the start of a new breed of CGSC Junior racers!

Fast Sailing  
Joe Logan

## From the 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](mailto:outreach@cgsc.org)

Cathy Buller, Chair

### 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

# West Marine Columbus Day Regatta™ Celebrates 50<sup>th</sup> Anniversary

## October 9-10, 2004

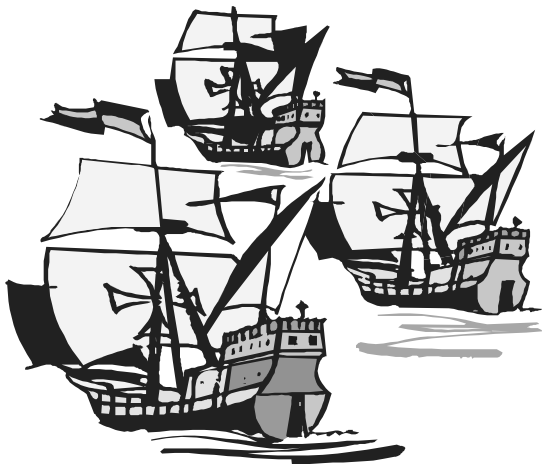
Mark Your Calendars now for Florida's Largest  
Sports Event Afloat

The 50<sup>th</sup> Annual West Marine Columbus Day Regatta™ will be held Saturday & Sunday, October 9-10, 2004 in Biscayne Bay. The Golden Anniversary of this two-day regatta is expected to draw over 200 racing and cruising sailboats from Florida and all around the country. Contenders will vie for 1<sup>st</sup> through 5<sup>th</sup> place trophies in all classes as well as seven Perpetual Trophies and a "Rookie" award sponsored by The Mutiny Hotel in Coconut Grove given to the first-time entrant who posts the best corrected time over the racecourse.

Regatta Committee Chairman, Larry Whipple, urges all contenders, both veterans and first-timers to "...mark your calendars now for a wonderful weekend out on the bay as we celebrate the outstanding racing and the wonderful camaraderie of our South Florida boating scene." Classes include PHRF Racers, ARC Racers, One-Design, Multihull, Gunkhole and Family Cruisers.

A Skippers Meeting will be held at the Coral Reef Yacht Club at 7PM, Friday, October 8, 2004. The Race Committee will review the Regatta rules and a representative from West Marine will conduct a safety presentation. A member of the Park Service will discuss the strictly enforced regulations in and around the protected regions of Biscayne National Park specifically in the areas known as The Featherbeds and adjacent to the anchorage near Elliot Key.

Following the action-packed race weekend, an Awards Party will be held at the Coral Reef Yacht Club on Saturday, October 16, 2004 sponsored by West Marine and Gosling Rum. Musical entertainment will be provided by the Mast Academy Steel Drum Band and fabulous raffle prizes will be up for grabs including West Marine hand-held VHF's, sailing lessons from Shake-A-Leg Miami, gift certificates for the weekend packages at The Mayfair House Hotel in Coconut Grove and Cheeca Lodge and Spa in Islamorada as well as a gift membership to Curves Spa, two Columbus Day commemorative prints, two Kooleraire portable AC units



and a high-tech sailcloth briefcase from Mark Wood at UK Sails.

The Columbus Day Regatta came into being because John Foster Dulles, Secretary of State, penned a note to a Miami committee, which had erected a statue to Christopher Columbus. Timothy J. Sullivan suggested that since a monument was a one-time accomplishment, that a Regatta be added to the committee's observance the following year and named after Columbus. The first Columbus Day committee consisted of Chairman Timothy Sullivan, Jack Ingle, L. Max Husted and Robert Johnson. On race day the committee included the organizers together with Dr. William Piper, John Hanafourde, Read Ruggles, Warren "Skip" Young and Fred Mizer. The first Regatta had twenty-five boats and was won by Jack Ingle on Rambler. Skip Young's boat Antares was the start boat. Awards were presented at the Coconut Grove Sailing Club and the winner was thrown off the dock. The CGSC hosted the Regatta awards parties until 1960 when the Awards Party was moved to the Coral Reef Yacht Club because the party had outgrown the capacity of the CGSC. In 1962 the Regatta Committee incorporated under Florida law to the Columbus Day Regatta Inc., which runs the Regatta today.

For more information about the regatta and to learn more about opportunities to support the 50<sup>th</sup> Annual West Marine Columbus Day Regatta™ please check out the website at [www.columbusdayregatta.net](http://www.columbusdayregatta.net) or contact Chairman Whipple directly at (305) 860-9156.

### Attention Members:

Have you visited our website lately? We are now utilizing the website to keep you informed. Do you need to sign up for a rendezvous? What about a club function like Fourth of July, New Years Eve and more? Just go to the website. If you do not receive emails from us, and would like to, or want to be taken off, please go to the website and update your information. We will now have an update on all scheduled races, classes, and even the kitchen menu. If you have any questions please contact Scott Salzberg at 305-444-4571 ext. 18.

## US SAILING Level 2 Course

The US SAILING Center, Martin County is hosting US SAILING's Small Boat Level 2 Course for coaches over Columbus Day weekend 2004. The course is the first step in acquiring coaching credentials through US SAILING - they now offer coaching accreditations up to Level 5. We are also offering the Small Boat Level I Instructor course the same weekend... there should be a good combo of folks here. If you are interested or know of someone who may be interested in taking either course, registration must be completed on-line at [www.ussailing.org](http://www.ussailing.org)

**A. Small Boat Level 2 Coach Course Goals:** The US SAILING Small Boat Performance Boat-Handling Level 2 Coach Course is designed to provide coaches with information on how to effectively develop the skills of intermediate sailors and to instill in these athletes the importance of ethical behavior and sportsmanship in the sport of sailing. Some of these intermediate sailors will be interested in racing, and some may just want to improve their boat handling skills. Topics covered include performance boat handling, on-water skill development, race training drills, racing tactics, the racing rules of sailing, sports medicine, program planning, coaching theory, the dynamics of team racing and race management. The 3-day course, which

builds on the Small Boat Sailing instructional material, is focused on developing boat handling and performance sailing skills through an array of specific drills designed to demonstrate the various elements of racing both on and off the water. This course is only available to individuals who have successfully completed a Small Boat Sailing Instructor Course. A Small Boat Performance Boat-Handling Level 2 Coach course will give the coach a basis for demonstrating the effects of hydrodynamics of the hull, rudder and keel, the aerodynamics of the sails, and how to utilize these effects in developing boat speed. The coach will learn how to break down racing into individual elements that can be worked on without getting into a win/lose environment with the students. This course includes three full days with one-day being Boat Specific Advanced Rigging and Tuning Endorsement

### CONTACT:

Susan Bailey  
Program Director  
US SAILING Center, Martin County  
1955 Indian River Drive  
Jensen Beach, FL 34957  
(772) 334-8085 ph (772) 334-2997 fax  
[www.uscmc.org](http://www.uscmc.org)

## 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.

## Kitchen Hours



### Thursday

11:00am – 8:00pm

### Friday & Saturday

11:00am- 9:00pm

### Sunday

11:00am – 8:00pm

## JOIN THE RACE COMMITTEE JOIN THE TEAM!!

Social Members, New Members, Old Members

Coconut Grove Sailing Club is known nationwide  
for its sailboat racing activities.

Come be a part of this important club function!

Upcoming events:

**October 16-17**

**CGSC Annual One-Design Regatta**

**October 30**

**CGSC Annual PHRF Regatta**

**NO EXPERIENCE NECESSARY!**

Contact Ron Rostorfer

Race Committee Co-Chairman –

[ronsailon@aol.com](mailto:ronsailon@aol.com),

954-693-8975

**NEW**

## Beneteau Sailboat Club of Florida

**What:** First Meeting of the Florida Beneteau Club  
**Where:** Coconut Grove Sailing Club, 2nd floor meeting room  
**When:** October 7, 2004 at 7:00 pm  
**Who:** All Florida owners (or soon to be) of Beneteau Sailboats  
**Why:** See Below

**This is an Invitation** to all Florida Beneteau owners interested in being involved with the Florida Beneteau Club the first meeting will be held October 7, 2004 at 7:00pm. This meeting will be held at the Coconut Grove Sailing Club (CGSC), second floor meeting room. The CGSC is located at 2990 South Bayshore Drive, Miami, Florida 33133. Great place for our meeting, views of the sailboats on moorings, Dinner Key Marina, food & drink, etc. This will be the first meeting of our newly formed Club Beneteau of Florida... We look forward to meeting everyone. Anyone that would like to contact me directly or has suggestions or recommendations please do not hesitate to contact me at: js2@adelphia.net or 305-495-2300, we do welcome all input. We have already lined up some exciting guests for the upcoming year with lots more to plan for; such as, but not limited to: Raft up's, a Beneteau Rendezvous (maybe with a few new boats to see) and factory reps, cruises to the Bahamas, Florida Keys, etc., fun races, post sailing parties...these are just a few fun things we can share and do as a group. This is your club...have any ideas or suggestions?...Bring them to the meeting! We should have some real nice "Beneteau" free-bee / give-a-ways for all attending too! The Coconut Grove Sailing Club has a restaurant and bar so if you want to have dinner and/or drinks before or after the meeting the food is good and the prices are more than fair. Although it is not open to the public, I will place those that are interested in (food & drinks) on our guest list so you can pay cash when served. If anyone would like to see the menu, just let me know and we can forward it to you before the meeting...attire is very informal.

*Jeffrey & Deborah  
Mystiko Oc400*

## CGSC Holiday Fleece \$32

Wondering what to send up North for the Holidays?  
 Looking for that unique Florida gift that all will love?  
 Don't want to put up the hassles of the Mall in December? Well look no further!

We are now taking orders on high quality, heavyweight sweatshirts embroidered with the CGSC burgee on the left chest. There are two styles to choose from; a crew neck in red and ash and a half-zip in navy and forest. Please check out samples and place your order the next time you are at the club. You can pick up your sweatshirts at the Club in early November to give you plenty of time to get them in the mail.

Look-on-line [www.cgsc.org](http://www.cgsc.org).

## New Fashion; from the Club Store

Fresh off the runways from Paris...Our staff models are sharply dressed in CGSC Tee Shirts and Hats priced at \$15 and \$14 respectively. Check-out the new fall colors on the Web!



Manager, Scott Salzburg is handsomely outfitted in our pique priced at \$30. New fall colors have just arrived! Catch Scott in the October issue of GQ magazine

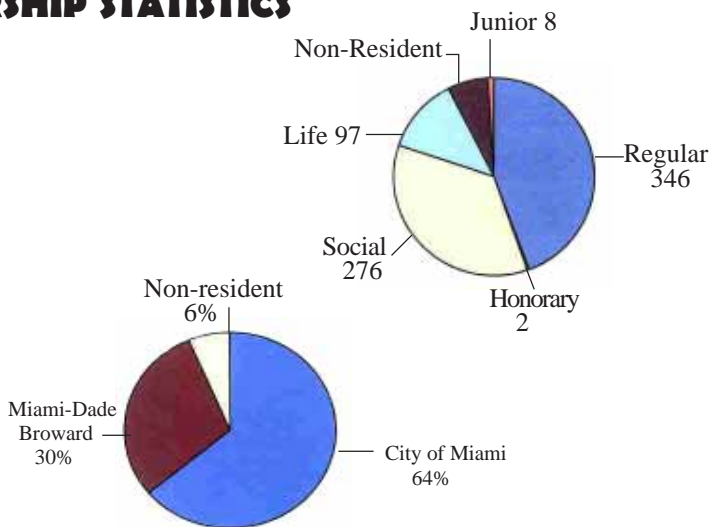
## MEMBERSHIP STATISTICS

### Membership Type

Regular Members	346
Non-Resident Members	50
Junior Members	8
Life Members	97
Social Members	276
Honorary	2
<b>Total</b>	<b>779</b>

### Member Residence

City of Miami	498
Miami-Dade	231
Non-Resident Members	50
<b>Total</b>	<b>779</b>





## A REMINDER FROM THE COMMODORE

Dear CGSC Members,

It appeared for a while last month that South Florida might have been targeted by Ivan. We were very fortunate during August and September to only have moderate winds and rain from all the storms. If a storm is approaching South Florida, all members, in accordance with the Mooring and Strip Regulations, must remove their boats from club property once a watch is posted. The reason for this requirement is to protect the Club and City properties especially Dinner Key Marina.

In violation of these requirements, approximately 25% of our member's sailboats remained on the moorings during Hurricane Frances. This resulted in several club boats breaking away from the moorings, damage to boats, and the majority of the moorings dragging out of position. Several volunteers were forced to venture out



into the storm in order to secure and rescue these boats. Sailboat Bay simply does not provide adequate holding ground nor safe harbor for tropical storm and hurricane force winds. The moorings will drag and/or fail under these

conditions. As a result of Frances, the club will have to endure the labor and expense of resetting and inspecting moorings. The subject boats were recorded and the owners will be held accountable to the Board of Directors and the Protocol Committee. In the history of the club, we have never seen so many members disregard the rules and tradition of the club. This is not the way to operate the club, especially under our current situation. Fortunately, no City property was damaged.



There are many volunteers who are eager to assist



and there are many options available to deal with an approaching storm. The club will even make our power boats available (to approved drivers) to ferry members to-and-fro safe harbors. Please consider the following locations to weather storms:



1. Gable's Waterway Mangroves (free)
2. Marine Stadium (free)
3. Star Island (free)
4. Noname Harbor (free)
5. Hurricane spots on the Miami River (modest cost)
6. Miami River Marinas (modest cost)
7. Dinner Key Marina (modest cost)

Based on the damage from Ivan, Frances and Charley, I am requesting that all boat owners make plans to relocate as early as possible when a threat becomes apparent. Obviously after a Hurricane Warning is issued, the club cannot force a member to relocate but it is in your best interest (providing conditions are safe). We will also need volunteers to prepare the club for the storm.



A special thanks to all the volunteers who assisted before, during, and after Frances. We will again need the same level of effort for future warnings. Let's pray that future hurricanes will choose a different path.

Fair Winds

Jack Hamm  
Commodore



FROM THE TOP...  
TO THE BOTTOM



**Boat Bottoms & Canvas**

Carla Schiefer  
Coconut Grove Sails  
& Canvas  
305-668-5001

John Schiefer  
Schiefer  
& Company  
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Suite 200  
South Miami, FL 33143 Phone (305) 667-7831

# CLASSIFIEDS

## Month 1

**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? Snipes 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 2

**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](http://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](mailto:kuhnd@fiu.edu).

**For sale 1984 catalina sloop 25' "Katmandu"** must sell \$10,000 obo /buying bigger boat/boat in excellent 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

## Month 3

**"Aquatic Squirrels" for sale: J-24 hull #1376** built in 1979 with updates. Excellent condition and ready to race. All the sails, rigging, and hull in good condition. Many upgrades. Brand new 5 HP engine. \$8,500. Check it out at the CGSC! Please call Eric @ 305.539.6835 or email at:[eschreiber@davincieng.com](mailto:eschreiber@davincieng.com)

**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@prodigy.net](mailto:cebranning@prodigy.net) or drop off at the Club office, attention Cherie Branning, Editor.

## ANNOUNCEMENT:

**As of Oct.22, 2004 Capt. Frank Aloisewill be available to care for your boat. Please contact me at 954-983-4701 or [Frank@Photo-masterpiece.com](mailto:Frank@Photo-masterpiece.com) I'd like to thank you all for your friendship and support during my time as Dock Master of the CGSC.**



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

 **West Marine**

## Laser Team Continues to Grow

The Laser Team continues to grow!!! We had an attendance record breaking Laser clinic on August 28. A total of 19 sailors participated in the clinic run by coaches Brad Funk and Pat Downey (we needed 2 coaches due to the great attendance).

Hurricanes Charley and Frances put a big damper on the start of this year's racing season. The Sarasota Labor Day Regatta and the Cressy Qualifier for High School Laser Sailors both had to be rescheduled.

Upcoming October regattas include the Florida State Laser Championships in Fort Myers on October 16 - 17 and the Miami Yacht Club Fall Harvest Regatta on October 23 - 24.

In addition, there will be on-going advanced Laser racing clinics run by either Zach



Railey or Brad Funk. Zach and Brad are two of the top five current US Laser Sailors and we are fortunate to have them conducting the clinics.

For more information on the Laser Racing Team, please contact Jose Hernandez at (305) 271-0148 home phone or (305) 322-2701 cell phone.



Coconut Grove Sailing Club  
2990 South Bayshore Drive  
Coconut Grove, FL 33133  
305-444-4571