

THE channel

COCONUT GROVE SAILING CLUB

serving the community since 1945

February 2005

Great Start for 2005 Laser Season

The Laser Team had a great December and early January, with practices on Dec 4, 12 and Jan 8.

We had a great Pre-Orange Bowl Laser Clinic at CGSC with Coaches Brett Davis and Brad Funk on December 18-20, with 22 sailors attending on Saturday, 19 sailors on Sunday and 12 sailors on Monday. The weather provided a full range of conditions for the sailors, from very light winds on Saturday, to very windy conditions (with gusts over 20 knots) on Sunday and finally breezy conditions (12 to 18 knots) on Monday.

We had a record attendance at this year's Orange Bowl Youth Regatta on Dec 27 to 30. Over 170 Laser sailors (43 Full Rigs, 112 Radials, and 19 Laser 4.7s) participated in this year's event (up from 110 total Laser sailors at last year's event). Windy to very windy conditions (with gusts over 30 knots on day 3) greeted the participants for ALL FOUR DAYS of the regatta!!!! Congratulations to

all those that participated in the event. Race results are posted on the Coral Reef Yacht Club web site (<http://www.coralreefyachtclub.com/>). Special thanks to all who volunteered their time to help make this year's event a BIG SUCCESS!!!!!! Special congratulations to David Hernandez for receiving the Magnus Liljedahl Perpetual Sportsmanship Award for giving up his top ten position in one race to come to the aid of a capsized fellow Laser sailor that needed immediate assistance. Both Magnus and this year's Olympic Gold Medalist in the 470 Class, Kevin Burnham, were on hand to present

David the award.

The Martin County Junior Olympic Regatta on January 15 - 17 also proved to be a challenge for the sailors. The regatta started off with light conditions on Saturday, with winds in the 8 to 12 knot range. A cold front on Saturday night changed the conditions drastically for the remaining two days of the regatta, with winds on Sunday constantly over 20 knots, with gusts recorded close to 30 knots. Monday brought sunny skies, colder

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Volume 60 Issue 8

COMMODORE'S REPORT

During last month, the Bridge has been busy putting the final touches on our five-year plan. This plan, which will serve as our future road map, has been presented to the Waterfront Advisory Board (WAB), the Coconut Grove Village Council and will be presented to our Commissioner's office later this month. Thus far, we have received positive feedback and praise for our goals to enrich the lives of many and work towards the betterment of Miami.



Consistent with other non-for-profit organizations, our five year plan will be a "living" document where the Bridge will continue to work on the final details for the next year while implementing the current as approved by the membership. Thus, the five-year plan will be revised once per year and undergo the approval process outlined in last month's report. The objectives for this year are included in this Channel and will be presented during the February General Membership Meeting. The plan is supported by the following three "pillars": (1) Promoting the Sport of Sailing, (2) Community Service and (3) Environmental Stewardship. The plan will serve as a road map for the club leadership while ensuring we are meeting the needs of the community through a 360° feedback process.

The development of the five-year plan has also prompted a review of our operating procedures. In response, the Board of Directors has taking on the ambitious task of reviewing, categorizing and updating the entire set of club operating procedures. This effort is long overdue and will result in more efficient and consistent operations. The procedures will be broken down into the following areas: General Management, Accounting, Membership, Dock Office, Kitchen and Bar.

During the last Board Meeting, Jose Hernandez was given approval to proceed with the construction of a storage rack to house a new Laser sailing team. Jose will be working with a group of volunteers to replace the old racks with an engineered marvel more suitable for Laser and/or sunfish sailboats. We are excited about the prospects of sponsoring such a competitive team under our burgee. The team program will be modelled after the best-in-class club teams where the kids pay a fee for coaching and, in return, the club provides storage for boats. Jose and Beth have done an excellent job in developing this young team of Olympic contenders. On the subject of dingy racing, the club received a generous donation from the Coconut Grove Sailing Foundation consisting of 10 new Optimist dinghies. This is a much-needed complement to our aging fleet of prams. We are also in the works with the Sailing Foundation to purchase a fleet Collegiate Flying Juniors (CYJs) in order to establish sailing teams from the University of Miami and local High Schools. The sails are full at CGSC!

And there is more to report... Our Rear Commodore, Jim Clark and our Sailing Director, Britt Price, have been working hard to grow the Marine Science Academy. In support of this program, the Miami Dade School System has provided seven new "Access" dinghies designed for physically challenged kids. Our Past Commodore, Bud Price, paid a visit to our friends at Shake-a-Leg to learn the best practices regarding these boats. Harry Hogan has been very helpful and we look forward to collaborating with Shake-a-Leg on future projects. These boats are an unsinkable double hull design and include a weighted centerboard. Thanks to the efforts of Jamie Ramon and Marc Buller, a new jib crane has been installed on the southern piling of the dingy dock to help handle these centerboards. We are looking forward to expanding our sailing programs to include all interested sailors.

On the subject of the Marine Science Program, we owe a long overdue thank you to Debra Mitchell for directing the program towards our Club. The Miami Dade School System had four promising sites to select from and Debra was instrumental in making sure that we met the safety and programmatic requirements. Please give Debra a warm thank you for a job well done. We also owe thanks to Dr Jayne Greenberg for developing the program and allowing us to be part of her

vision to provide a "3-D" educational program for Miami's youth. There is no substitute for actual hands-on life experiences and what a great program!

In regard to up-coming club events, we will sponsor an open house during the Arts Festival and will need volunteers to help spruce-up the club and to host guests. The National Park Service Biscayne Lecture Series is now in full swing. Last month, Park Ranger Bremen presented "Gifts from the Sea" where he discussed the historical significance of artifacts collected over a lifetime. The lecture was great fun and very informative - don't miss the next lecture (See the calendar for details). This month, we will start efforts to give the clubhouse a "face lift". The roof will be replaced and the

clubhouse painted. We are also considering the addition of Bermuda shutters - please see Alyn Pruett's article. Again we will be seeking volunteers to help-out.

Overall your club is doing great, we have a great membership, strong sailing programs, and we are in a sound financial position. All we need is more participation from you to keep the programs growing. Please don't wait to be asked to volunteer - just chip in when you can. In that regard, there will be Board and Bridge positions opening in July, please let your fellow board members know if you are interested - it is a truly awarding experience.

Jack Hamm, Commodore

LEASE UPDATE

The Master Plan

There are no major changes to report at this point. The City is still in negotiations with SASAKI which is the leading architectural firm under consideration for the Master Plan. The contract is expected to be awarded later this month. The Waterfront Working Group headed by Michelle Niemyer is working with the City to formulate the final scope of services included in the contract. One of the major items under consideration is the geographical coverage of the Master Plan. The original Request for Qualification (RFQ) included the City owned waterfront properties extending from Peacock Park to Dinner Key Marina. However, the plan may be extended to Kennedy Park and include all of the Spoil Islands. After the contract is finalized we will meet with SASAKI to discuss the rich history of our club and review the goals of our five-year plan.

The Mooring Permit

The City is working through Request for Additional Information (RAIs) notices from the Department of Environmental Protection (DEP). In a recent correspondence, the City confirmed that CGSC is no longer considered a viable location for the upland facility as stated in a previous RAI response. This is a positive sign which I believe is a result of

our efforts to integrate with the community and expand our outreach programs. It appears that the upland facility will now be located at Dinner Key Marina and the Seminole Dock will be used as transient live aboard dingy dock.

As previously discussed, the mooring plan will be installed in two phases: the first phase will be installed in the areas outside of the spoil islands and second phase will include sailboat bay (our moorings). The City is planning to provide launch service to and for Dinner Key using two Carolina Skiffs. The DEP raised concerns regarding the depth of the mooring locations which has resulted in a further reduction in the mooring density. We are in contact with DEP regarding this issue.

Although this plan does not appear to be financially sound, the City is obligated to clean up the anchorage areas and must pursue a managed anchorage area. Similar projects have been installed in Key West and Marathon. We are continuing to work with the City to develop a workable plan. The City's Marina Manager, Steve Bogner, has agreed to meet with the Board of the Directors this month to discuss the plans. The final outcome is still several years in the waiting but we need to stay involved to ensure a mutually beneficial outcome.

Jack Hamm

Lasers continued

temperatures and another day of 20+ knots of wind. Race results are posted on their web site at <http://www.uscmc.org/regattas>.

Upcoming events include the Rolex Miami Olympic Classes Regatta (OCR) on January 23 - 28, the Lauderdale Yacht Club Boomerang Regatta on January 29 - 30 and the Laser Midwinter's East Regatta in Clearwater on February 24 - 27.

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



Left, Olympic Gold Medalists Magnus Liljedahl and Kevin Burnham present the Sportsmanship Award to CGSC's David Hernandez.



CGSC 2005 PLAN HIGHLIGHTS

1. Promote the Sport of Sailing

- Provide a 100 free sailing lessons for underprivileged children
- Run a successful kids program (> 500 kids)
- Partner with the City on a summer camp
- Provide 10 scholarships based corporate funding
- Expand Adult Sailing to include class and keelboats
- Expand club boat sponsor program to include keelboats
- Develop Laser Racing Team (including nonmembers)
- Attract a High School and/or U of M. Racing Teams
- Attract at least one new regatta
- Apply for at least two grants to expand sailing programs
- Compete on a state wide level for both Optimist and Laser Teams
- Upgrade Website to be more interactive
- Develop a "Commodore's Club" to increase collaboration between the local yacht clubs.

2. Community Service

- Provide affordable access to the Bay and free sailing lessons
- Grow Marine Science Program (Conduct at least one class per week on average)
- Provide the clubhouse to community organizations (townhall meeting room)
- Maintain a open gate policy (provide free restrooms to Peacock Park patrons)
- Become more accommodating to handicapped sailors
- Continue to care for surrounding park properties (Help keep our City beautiful)
- Grow Membership to > 1,000 City of Miami Residents and increase diversity
- Throw a great party for City in celebration of 60 years of sailing tradition
- Expand outreach programs such as Virrick Pool program to other City neighborhoods
- Provide safe boating courses through partnership formed with the Power Squadron

3. Environmental Stewardship

- Complete Clean Marina Certification Program
- Sponsor Baynanza and Hands-on-Miami cleanup efforts (provide free launch service)
- Host the National Park Service Biscayne Bay Lecture Series
- Upgrade the moorings
- Provide educational programs
- Change all outboards to 4 cycle engines
- Provide a free pump-out station

4. Capital Improvements

- Replace the Clubhouse roof
- Install new dingy racks to host Laser team
- Modify docks to host Access Dinghies
- Update Club Procedures

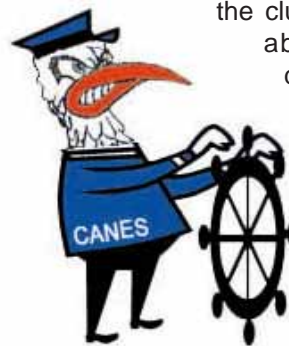
THE SAILING CANES!

The University of Miami Sailing Team became officially recognized by the Inter-Collegiate Sailing Association (ICSA, the college sailing governing body) in January of 2004. The University provides our team with very little financial support, yet over the past year, we made an effort to practice at various local high schools and yacht clubs, and competed in collegiate regattas as much as possible. This past fall semester, we placed 5th overall in our season series rankings, which qualified us for the District Championship. This finish was established by the team with no boats or coach to call its own, and about two weeks of practice at the beginning of the season.

We were recently given the opportunity to partner with both the Coconut Grove Sailing Club and the Coconut Grove Sailing Foundation. The two groups are bidding on a fleet of two-person collegiate FJ's. The UM Sailing Team will be using the boats for a fee during weekday practices. We are thrilled at the generosity of both groups. We have explored countless options for obtaining boats to practice on over the past year, yet this is the only one that has actually been feasible for us. We all plan to obtain junior or social membership at CGSC. Many of us have experience teaching sailing, and we will gladly volunteer our services with sailing classes. We are eager to become involved other activities that support the club as well.

Our team has an abundance of talent and dedication, and this is finally the boost we need to help us rise to the top.

Thank you, Coconut Grove Sailing Club, for your generosity. We are proud to call CGSC our new home.



The University of Miami
Sailing Team

2005 Directory

The new club directory is being assembled and will be available March 1st. The new directory will include the same information as the last directory including:

1. Member Name
2. Spouse's Name
3. Hm Address
4. Hm Phone
5. Wk Phone
6. Boat Name / Boat Type

The club directory will be disturbed to members only (Social and Full). If you do not want to be included in the directory or if you need to update your information, please contact the Manager prior to March 1st.

VICE COMMODORE'S REPORT

With all the new programs that are being launched, we will need volunteers to help out with these new programs. So let's not be shy. Work is always being done around the club to keep the property clean, but everyone has to chip in. We have replaced the metal ramp to the launch and I think it is working out well.

Working for the club as a volunteer is a challenge, so when Pat Cacace the captain of the boat I crew on (Black Bird, C&C 99, black boat in front of the club), told the crew we were racing in the Fort Lauderdale – Key West race I thought that would be a nice break from all that is happening in Miami. So on January 12 we started the race down to Key West. The weather was nice and we were going on a nice reach. Night came and the wind started to pick up. Black Bird was going faster than I have seen her go. The speeds down the waves started to increase to 11 knots - 12 knots - 13 knots and when Randy let out a yell we hit 14.5 knots. In the night it was cold and wet, but we were going fast. When morning came we were getting close to Key West. So when we rounded the Key West marker our fearless captain thought it would be a great idea to put up the spinnaker. We all jumped up enthusiastically to put up the spinnaker (not really we were cold, tired and the wind was still blowing). Quickly, his faithful crew got their act together and the white spinnaker went up. Black Bird took off like a rocket. Down the channel Black Bird went and it was a ride. She must have been a sight to see from shore with her white spinnaker and going fast to the finish line. When we



arrived at the dock we noticed the rudder was bent, but we still made it safely to Key West. So after two days in Key West we start our trip back to Miami with the other two boats from the club. The wind was still strong and so we decided to go back to Miami, via the western route up the west coast of the Keys. When we headed out to sea it was still ruff, but after a while we began heading into the shallow waters of the Lower Keys. We were making good time in channels going north till we noticed we were running low on diesel. At the same time Bill (Finesse) called and told us he ran out of diesel and will anchor for the night. We decided to put up the sails and continue our journey north into the night under sail. After sailing through a few shallow channels we decided we had enough of the bumping off the ground and wait for light and higher tides. The next morning after a great nights sleep of 2 hours we pulled anchor. We found a marina that had some fuel and filled Black Birds tank. Now we had the fuel to reach Miami. The wind was still strong, so motoring into the wind was cold and wet. But all good things must end and so after 2 days we made it back to Miami. It was a fun time and I thank Pat for taking me and his crew (Mike Lovelady, Randy Clee. Larry Whipple, Tom Beavers) to Key West.

Vladimir Sivoleny, Vice Commodore

SECRETARY'S REPORT

It's now officially winter in South Florida. I knew that when I heard it was too cold to anchor at Elliot Key!!! We did end up in Hurricane Hole on Key Biscayne and enjoyed a wonderful day and night at anchor.

My brother in law likes to say: "It ain't easy..." Having lived up north (Washington, DC) I have to agree with him, living up north in the winter "aint easy". I remember leaving our Pearson 26 in the water over the winter (no \$\$\$ for a haul out), and visiting the boat to shovel snow out of the cockpit!!! Now that I live in sunny Southern Florida, I have to love this weather, even if it is a little cold.

I'm telling you all this to let you know the Club is busy

despite the so called "cold weather". New Access Dinghy's were unloaded this week. Also, new ping pong table and basketball hoop is now fixtures at the Club. So come on down and enjoy YOUR Club... If you think it's too cold, just check the weather map, at least we do not have negative signs in front of our temperature!!!

Happy sails to you ~~~_/_) ~~~

Marc Buller, Secretary



Coconut Grove Sailing Club to Get New Roof and ?

As many of you know the roof of the sailing club building is worn out and in dire need of replacement. The board has approved replacing the roof and club leadership is in the process of receiving bids for the replacement.

The new roof gives the club an ideal opportunity to enhance the overall appearance of the club in time for the 60th anniversary celebration this year. In addition to a new roof, other improvements being considered include a new paint color scheme to "brighten up" and show off the club's presence on the waterfront, the addition of Bahamas shutters along the south and west walls, and replacing the existing wood siding on the west wall with stucco.

A new color scheme, along with the other possible enhancements would allow the club to project a more tropical "Grove" appearance and flavor. The board is now contemplating these possible changes so let us know what you think about how to enhance the club's character.



REAR COMMODORE'S REPORT

There's no question we're in the middle of our "busy" season here in South Florida, and your CGSC Sailing Programs are no exception. We are growing existing programs, creating new fleets, and reaching out to both the sailing community and the general public to improve the foundation of what the Club is all about – sailing.

First, I'd like to tell you a little about a very exciting conference that took place in mid-January right here in Miami. The US Sailing "**National Sailing Programs Symposium**" was hosted by a local hotel, and several local sailing centres, including your very own CGSC. An intense US Sailing "instructor-trainer" course was held, and the Club hosted a separate luncheon for attendees from across the country. Britt Price and I contributed in a variety of ways, including sitting in as panelists to discuss community sailing issues. Dr. Jayne Greenberg led a session on the Marine Science Academy, which was enthusiastically received. The CGSC was recognized by NSPS organizers following a presentation by Gary Jobson for assistance in this year's event, and wrapped up the many days of participation by inviting attendees to an "open house" to watch the Club in action. We learned quite a bit from other Clubs around the country about how we might improve ours.

The **Marine Science Academy (MSA)** continues to grow, with more classes being held, and new equipment arriving. We took delivery of seven new "Access" dinghies in mid-January – in time for the 3 classes scheduled last month. These one person boats are very safe, and are designed with physically-challenged kids in mind. They're colorful, too! Bud Price and I met with Shake-A-Leg Miami founder Harry Horgan last month and discussed some functional aspects of the Access dinghies, and how we might someday see a CGSC/SAL team race out on the bay!

I would like to thank the "Anchors Away" program and the Aventura Marketing Council for their leadership in acquiring these boats. Our friends from "up the street" held a press conference (with Club officials in attendance) at Oleta River State Park to help celebrate the arrival of the boats, and to

introduce their program to the public.

Miami-Dade Schools is currently working on acquiring classroom equipment, and a weather station to further improve our learning environment.

The CGSC will be partnering with the Coconut Grove Sailing Foundation in an effort to secure grant funding to help expand our capabilities to serve students attending the MSA. If you're interested in helping with the MSA – which, of course is a very important program to the CGSC - please contact Britt Price or myself to fill out a volunteer application.

The CGSC **Laser Racing Team** continues to grow. Upcoming regattas include the Palm Beach Washington's Birthday Regatta on February 19 and 20, and the Laser Midwinter's East (MWE) Regatta in Clearwater February 24 through 27. Jose Hernandez continues to provide outstanding service to the CGSC as the team leader, but is also supervising the construction of new racks to accommodate our Laser racers.

If you haven't seen the **new Optimists** donated by the Coconut Grove Sailing Foundation, take a look – no wonder the kids have a new-found excitement in Opti sailing!

Speaking of youth sailing, we have some great news for you. **The CGSC, CGSF and University of Miami are teaming up** to provide boats, facilities and a collegiate racing team to the Sailing Club. This partnership will be collaborating to acquire boats for UM racing team members to practice and race on, and the students will pay a fee each semester for CGSC services, including boat maintenance. At press time, details were still being hammered out, but I can safely say that the Club has another major accomplishment in improving our sailing programs with this move.

Our "after school" and Green Fleet programs are going well (see Britt's report), as are our Adult Programs (Richard Crisler). As I always do, I want to remind you that our Club is only as good as the collective efforts of our volunteers, so if you want things to improve, or simply want to help – don't be shy. Even a small gesture can make a difference.

I know there are some "old salts" who will agree – our sailing programs and activities around the Club are improving and are better than ever!

Fair Winds,

Jim Clark, Rear Commodore



"New Access dinghys designed for use by disabled sailors are delivered & await christening"

Youth Sailing

Britt Price, Sailing Director

kids a better chance in the regattas. The entire Green Fleet, coaches, parents and myself would like to THANK YOU so much for this wonderful Gift.

Learn to Sail Classes

This last month was great for sailing. Our programs started off with the right wind for a New Year. Our Saturday classes continue to grow with new sailors. They were taught the basic parts of the boat, capsizing drill, points of sail & confidence. If you know of any child who is interested in learning to sail please contact Britt Price at 305-444-4571 ext. 11 or britt@cgsc.org. The following is the schedule for the upcoming classes:

Level 1 (Beginning)	Level 2 (Intermediate)
February 5, 12, & 22 nd 1:00pm- 4:00pm	February 5, 12, & 22 nd 9:00am – 12:00pm
March 5, 12 & 19 th 9:00am – 12:00pm	March 5, 12, & 19 th 1:00pm – 4:00pm

Mini Camp for Spring Break

March 21-25th
9:00am – 4:00pm
Cost for this course is \$100.00

St. Stephen After School Program

This last month was great. We finished off the first session right before winter break. In January we started a new session with new sailors. St. Stephen's has also brought back their outdoor education class too. This program runs through the club and they have several different outdoor and water activities from fishing, kayaking to sailing. This should be an exciting new year with new opportunity to bring more kids on the water.

Ransom Middle After School Program

The Sailing club has had another successful year with Ransom Middle. This is our second year with the Learn to Sail program and it was exciting. The sailors ended the year with teaming up with the Upper school's 420 team, and even taking a sail on a couple keelboats. I can give you more juicy details next month.

Green Fleet

The Green fleet competed in the Orange Bowl Regatta this year and had a great time. If you remember how windy it was between Christmas and New Year, you will know what a challenge this was for our kids. The races were long and tough, and the wind would not calm down for the kids. There was over 200 Optimist's in the regatta this year, and our kids received a first hand experience with sailing with kids from all over the country. The kids did an outstanding job and placed in the middle of the fleet. Their parents and coach were tested on a daily basis, as well as the kids. We are now preparing for the Boomerang Regatta in Ft. Lauderdale.

Coconut Grove Sailing Foundation

This has been a great start for the New Year in the Youth Sailing Department. The Coconut Grove Sailing Foundation donated 8 new Optimists. They are beautiful, and all the kids in the green fleet could not wait to use them. The boats came with sails, blades, spars, and even bailers! This will give our

Jr. Orange Bowl Parade

The Coconut Grove Sailing Club and The Marine Science Academy participated in the Jr. Orange Bowl Parade last December. It was a success, with a couple bumps in the road. The float was designed and decorated by our Mike Abell, Scott Salzberg and Britt Price. The theme was Celebrating America, so the team spray-painted an old Optimist Sail with the American Flag on one side and the Marine Science & CGSC on the other side. This was a great way to show South Florida who we are and what we are about. I also want to give a special thanks to our own Rear Commodore Jim Clark for giving us a great TV presence.

Race Management Seminar

The CGSC hosted a US Sailing "Race Management Seminar" in January, and by all accounts, it was a big success. The seminar covered Race Committee objectives, competition formats, sailing instructions, RC jobs, RC equipment, race day preparations (and preparations in general), setting a course, starts, finishes, scoring, and other important issues. This seminar is important in achieving a US Sailing Club Race Officer certification, and for a good, thorough review of racing rules in general.

Attendees came from as far as Vero Beach to take advantage of the instruction. Due to high demand, the registration limit was met and the class was closed to additional participants days before the seminar. The CGSC plans on hosting another Basic RMS soon, so watch for notices around the Club, the CGSC website, and future issues of The Channel for details.

Contact RC Jim Clark for additional information, or to get on the list for the next class early.



"Instructors Jack King, Jane Anne Pincus and Garie Blackwell led an enthusiastic group."

Sawadee

When the power went out, I presumed it was just more energy management at check out time. Some of the smaller island "resorts" in Thailand conserve everything. The women running away from the beach clad in Bikinis, clutching their infants, and not stopping to pick up anything was right out of a "Godzilla meets Rodan" bad sci-fi horror movie. As the water came up the path, it was muddy and was moving a little faster than you could walk, but not much. It was like the tide had come in and was filling in a dry tidal pool. As I walked to the main open air pavilion, with my pack on my shoulder, the water was getting deeper and had a little current to it.



Across the pool and down by the beach I could see my local Thai friends pointing toward the horizon. They were gathered at the circular concrete bar at the center of the patio/beach bar as I approached to see what was going on. A minute later the second of what would be a dozen 4-6 ft waves came ashore on top of the flood tide.

All the other guests (the sane people) were heading for the mountain ridge behind us to the east. Ko Lanta is a long island, maybe 100 miles South and East of Phuket, with a 1000 ft high ridge running along the middle of it's 15+ mile length. The epicenter of the offshore earthquake west of 15+ Sumatra was too far south to send the tsunami unobstructed to this quiet & peaceful family oriented island. The waves that did come ashore had to "wrap around" the northwest tip of Malaysia and spared a major loss of life to my new found tropical paradise.

The infrastructure for most of the island's little beach bungalows and shops was built without the "South Florida Building Code", to be polite. The beach I had found by accident on my hike in from the ferry port had pretty much become deserted after the wave. The destruction and general



mess reminded me of the day after Hurricane Andrew, without the warning. The damage was mainly focused on the 1/2 mile between the beach and the main road along the western lee shore of the island.

After an almost sleepless night on a concrete floor, the second day was again spent helping with the clean up and digging out from all the sand that had washed in with the tide. Fortunately a room with a bed was found, but the phones were still jammed with the displaced tourists seeking accommodation or a way off the island. The news had us all dumbfounded at the scale of the event and the catastrophic proportion of the loss of life elsewhere in the Andaman Sea. The only other Americans at the resort were on their honeymoon and were able to make contact in the middle of the night with her mother here in Hialeah. Thank you Lizzy for getting the word out for me.

I hadn't initially realized how the rest of the world was seeing the event and the assumption that I would be in the middle of it gave my dear family and friends a rough couple of days. My sincerest apologies go out to you all for not communicating sooner. The sound of my sister Trisha's voice on my voicemail when I got a chance to get a call out still chokes me up. The thought of Shaun Tucker sorting through pictures of the bodies "on-line" looking for me will never be forgotten. The tireless efforts of Jeff and Lauri to recreate my itinerary by finding the infamous Ben, left no stone unturned. The wonderful unintended consequence is people from all across the state and country got a chance to meet for the first time. The email that crossed the country and the websites that



had my name posted still astounds me. I feel like the luckiest guy on the planet and extremely grateful to have such a

wonderful circle of family and friends. Thank you all!!!

I've attached some pictures of my journey before the tsunami in Au Nang, Wat Tham Seue, and Railay beach. Had I not spent an extra night in Au Nang, I would have been on Ko Phi Phi where over 200 people were killed as the water



washed over the beach in-between the limestone cliffs. The coincidences abound. After the wave, I spent more time writing than taking pictures. The 6 days it took to get back to Bangkok through Ko Samui, Ko Pha Ngan, Ko Tao, and Chumprun, are captured mostly in a journal I kept. My heart goes out to all the wonderful Thai people who were the most gracious of hosts in a time of tremendous loss. This was their peak season and the economy of the southern islands was devastated. They have restored most all of Ko Lanta already. Phuket is open for business, although things are still a mess. Ko Phi Phi and Khao Lak are still closed. I can't wait to go back to this incredible part of the world and enjoy the warmth of the people as much as the water...

Khap Kwun...
Wil Bourne

Moorings Committee

Friends, on the bird situation there are three specific things that make the problem go away: 1) Run heavy monofilament line from the spreader bolt to two inches up on the upper shrouds - "rule the roost". 2) Place a small windmill with one blade shorter than the other, with a small flag on a stick, hoisted on a halyard with a down-tag line to the masthead (Birds fear getting et by things that "shake in the day and night") . These two things generally solve it; however, if still not happy, contact www.bird-x.com (1.800.860.0473), purchase bird repellent, and rub it on wherever birds sit: backstay, top roller-furl spool, shrouds, triatics, etc. THIS WILL FIX IT!!! However, if really fired up, bird-x sells balloon funny faces, fake owls, hawks, snakes, possums and other critters. All this will surely be entertaining, but for a fact the first three things are all that's needed. Several things, for a fact are no help whatever: 1) Concluding that the birds are "out to get you", and that other members are "herding" them onto your boat by use of their clever devices. 2) Complaining mightily to whomever will listen, particularly the hired-help, some of whom are so bored with it they're in total denial!!! 3) Collecting great poundages of bird doo, folded carefully in a tarp, to sail around with on the boat; aspirators are recommended for this to thwart disease, and 4) Conning the "old lady" into scrubbing the hide off the boat using powerful chemicals. Trust me, all this is ho-hum and unnecessary.

Moorings turnover has been brisk recently, with several deep-draft racing boats arriving. Spots are scarce for these and all new boats. Our MHT depths vary from about 7 to 11.5 feet at MHT, but we only have 19 moorings with 11.5 feet. Also, nowadays it is environmentally unpopular to moor boats within a foot of the bottom even tho they never touch

bottom (CGSC Regs. specify that boats are not to touch bottom.). So, because of turnover and new boats arriving, we sometimes have to contact members and move boats to more shallow spots which will accommodate their boat, but not the new one. This is only being done as necessary to get someone on the water which might otherwise have to wait a long time. The critical issue is the boat's draft. Another issue is seldom-used and virtual derelict boats. Regs. facilitate these boats being safely placed as required to meet overall objectives. Please bear with us on all this as it is just part of what we must do. A useful thing to do is to peruse the Moorings Regs. once in awhile. They were "evolved" to solve real problems, some interesting.

We have recovered about eight "lost" moorings the last year which have been used for new moorings or to reinforce others. This is ongoing until the mooring technology changes, and we do not know when that will be. We meanwhile endeavor to keep boats as safe as possible with what we're using. February 2, 1997 was the unforecasted Groundhog Day storm which damaged 50 boats at our place. We've since implemented many improvement steps, but a lot rests with boat owners. It is really helpful for everyone to check their bridles just as you would check dock lines in a marina. Also, please reduce wind resistance if you can: biminis and the like should be kept down when not in use. Also, boats spinning wildly on a mooring needs the board or rudder down a little for it is only a matter of time before something breaks and the boat takes off. Please let's all try and be wise about such things. Sail often friends. See you there.

Bill Beavers - Moorings Chairman

Key West Race

Jan. 12, - 13, was the 30th annual Ft. Lauderdale to Key West Race (160 miles); details may be seen on www.keywestrace.org. This race once had over 150 boats and served as the feeder race for Key West Race Week, but now most of the Race Week boats are trucked down so attendance is down to 31 monohulls in 5 classes and 11 multihulls in two classes. The Storm Try Sail and Lauderdale Yacht clubs host the event so the race started in Lauderdale at 1300 on Wednesday. All 42 boats started together with CGSC boats BLACKBIRD, FINESSE and ZEPHYRUS among them. The largest boat was 81 feet. The weather was nice enough at 1300 with about 17 knots E forecasted to go SE. Indeed it did and increased to over 30, but always from the port, aft quarter. There were surely no light-air nor tidal problems, but the sustained wind had driven the gulfstream in closer than usual. This was easily discerned when, as we got into deep water (100'), boat speed would exceed VMG indicating a bad "knock": one knot at one time. We had to "fish" for the right combo of angle and depth to make the Govt. Cut mark without going out too far: an interesting exercise, and boats swapped places some. One had to stay with it every jump of the way. After Govt. Cut we began to crack-off and loosen sail, and boat speed became exciting. We had our main meal before dark and got ready. After nightfall the wind increased and seas went to maybe eight or more, and there was a constant wild rush of water all over the place. This never stopped night and day. We had a great crew (7) with a navigator with their own GPS and charts on each two-hour watch, and two helmspersons. Some of it didn't go down exactly as briefed of course, but that's what we tried to do; sometimes everybody did everything, but we did get some sleep. We tried to keep track of where competitors were and watch their "tricks", but the force on the sails had the boat going over 9 knots sometimes and control was a battle. It is



Finesse finishing the 2004 race in calmer conditions.

well known that shoal-draft boats when well heeled are less concerned with direction than deep draft boats; they sometimes go like a wild thing but not exactly as pointed. This makes no difference and is to be exploited as long as you're headed for the mark. We stayed nip and tuck with lower rated boats which meant that somehow we were getting more speed out of our boat than they were. There was the need to go near each mark not only for identification, but to shorten distance.

One real mess was a spinnaker halyard developed a loop over the side and lassoed a lobster-pot float. We dragged the pot awhile and then found it was not possible to slacken the line except by rounding up several times to grind the sheet in. We could not get the lines apart and so touched the polypro with a sword which let the pot go with it's one remaining float. I could not tell the difference in speed, but the boat seemed to yaw more without the pot. It was downwind from the Key West sea buoy to the finish and we felt we had done well. As it turned out FINESSE corrected to 1st and class and the other two CGSC boats to 4th in class. Overall records were significantly broken by the fastest boats because of the good conditions:

from 13+ hours overall to 11+. There was a great trophy presentation, with food, pix, cheers, celebration with a great and competent crew, then some rock-n-roll. All a joyful experience to be sure!! We returned by going west into the Gulf, encountered 40 knots from N and 10 foot seas. What a long, slow slog, but shorter to Marathon than the other way. Of note is that most small sailboat diesels burn about 1/2 gal./hour, but 1/gal./hour in those conditions. This caused problems later, needless to say. The trip back up the intracoastal was slow, cold and wet, and my foul-weather costume failed miserably; however, one has to do these things sometimes. Sail when you can my friends.

See you there!!
Bill Beavers

Putting on the \$trut!

Watch-out Kids! The City of Miami Seal has come to life in the form of a Pac-Man with a strong appetite for taxes and is in pursuit of the CGSC dingy. Is this politically correct? Absolutely Not! But that's what the Mango Strut is all about and, fortunately, our City Officials have a good sense of humor. A good time was had by all.



Junior Racing Development

I have been asked to report on the recent activities of our very own CGSC Optimist Green Fleet. This is not a fleet of first time sailors crossing the Gulf Stream but rather a very hardy bunch of beginner sailors racing Optimist dinghys.

For four days last December club sailors from all points of the US, Bahamas, Bermuda, Norway and other points of the world congregated at Coral Reef Yacht Club to participate in the Orange Bowl Regatta. In Green Fleet alone there were 89 entries. If you count the red, white, and blue Optimist fleets, the Lasers and the 420's ...well you can imagine the number of sailors, parents, coaches, officials, spectators and so on trying for a quick bagel and a spot to launch their boats.

The sailors were greeted the first day by cold rainy weather with winds blowing hard from the North. This kind of weather might tend to keep many large boat sailors at the bar but not the kids. There were 89 boats being rigged...masts, sails, dagger boards, rudders, bailers (very important equipment) buoyancy chambers, gloves, wet suits, splash guards, boots, etc. etc. After a briefing on rules and tactics (try not to hit each other, don't hit the committee boat, and HAVE FUN) everyone started launching their boats. You could sense a lot of anxiety among the sailors but everyone headed out toward Quick Flash. Man it was blowin'! Winds were 15 – 20 with higher gusts. This is really intimidating stuff when you are young, inexperienced, and are sitting alone in a rectangular box about 5' x 2' x 1' with waves higher than you are. Two races were run and few (if any) of the racers dropped out. There were a few capsizes and every boat had to bail continuously but the kids seemed to take it all in stride.

The weather for the next day of racing was worse than the first and although they got in a start the racing was prudently cancelled before the boats finished.

On the third day the weather moderated enough for four races. Dinner at the club followed and all the racers chowed down on pasta and garlic bread. Have you ever seen a kid eat more than their body weight? They were doing it that night. The final day was blowing hard again, still raining on and off and still cold. The race committee separated the the fleet into two parts for this race. The less experienced kids were able to race in a more protected setting while the others were sent back out into the Bay. This was a wonderful idea and I applauded the decision...some of the kids had become intimidated by the conditions and were no longer having fun.

I really had to hand it to the kids for sticking it out through all four days. By the fourth day they were all cold, tired, and just a little battered but they all launched and headed out to compete. Two races were finished in deteriorating weather (that is it started out rough and just got worse). Many of the boats were surfing on the downwind leg and completely submerged when they hit the bottom of the trough. A lot of the kids were about to give up when this happened but we pointed out to them that it was happening to everyone. When they saw this they bailed frantically and jumped back into the fray.

This is what Green Fleet racing is all about...making friends, learning not to give up, developing sailing skills, learning self confidence...I could go on. The Fleet is growing and is looking for more sailors...bring out your sons and daughters (YES GIRLS ARE VERY MUCH INVOLVED) and Britt and CJ will find em a boat and get them out on the water. Remember...don't try to sail where the birds are walking unless of course you are in an OPTI! Until next time, KEEP ON SAILING!

Peter Skipp, Green Fleet Chair

Rendezvous Committee Report

The New Year was brought in with an impromptu rendezvous held at Marine Stadium and hosted by Dudley Clark and Becky. The weather cleared and along with another Miami Hurricane victory against Florida State "GO CANES" we toasted the New Year and watched fireworks with a Miami skyline backdrop. It also served as a send off party for Jim and Elaine Long who will be cruising for the next few months. We wish them fair winds and happy sailing.

In February we will be staying close to the club for our rendezvous, really close. The boat show is coming to town and the art festival will be held in our backyard so folks won't want to sail too far from shore. We are planning a dockside "sleepover" Saturday, the 19th. After a busy day at the boat show or art festival and with many visitors to our club, no one will want to go home, so pull you boat up to the dock, bring a friend and spend the night. Let's see how many boats we can get. Come one come all. We'll have a keg at the end of the dock and live music if someone is will to play for us. Bring your bumpers and your jammies and we'll party the night away. Breakfast will be served Sunday morning. Looking for volunteers to help cook.

Last month we mentioned that we are planning a **Crossing**

the Gulf Stream Rendezvous to be held Memorial Day Weekend. Please let us know soon if you are planning to attend this fun adventure so that we can reserve slips in Bimini and begin our training for first timers.

Upcoming rendezvous events in March will include a trip to the Upper Keys Sailing Club in Key Largo (a three day event) and a progressive dinner party. If your boat floats you can be a part of this event without leaving your mooring. Contact Janice or Alyn at 305-441-2733 or email jpbmom@aol.com. Janice Pruett



Kitchen Hours

Thursday

11:00am – 8:00pm

Friday & Saturday

11:00am- 9:00pm

Sunday

11:00am – 8:00pm

Orange Bowl Regatta

This year we had 25 Lasers and 19 Lightnings signed up for the Orange Bowl Regatta. Sixty percent were from out of state, 20% were from in state but out of South Florida and 20% were from South Florida. In the Laser class, last year's champion, Anthony Boueilh from Quebec was back as was Anthony Hudson from Metairie, Louisiana and Augie Diaz from Miami, who finished 3rd and 4th last year, respectively. In the Lightning class returning from last year was the 2nd and 3rd place finishers David Helmick from Longwood, Florida and Paul Wurtzeback from Woolridge, Illinois.

The first day of competition was a gear buster with 20 knot winds and gusts over 25. The race committee had problems keeping anything anchored including marks, mark boats and especially the signal boat. The poor sailors had to sail around for nearly an extra hour before the starting line and course could be set. The race committee managed to get two races in after which, everybody was ready to go home. A triangular course was used for both races to avoid the problems of sailing downwind in very heavy air.

In the Laser class, Augie Diaz had a great day, finishing 1st in both races, 2nd was Chris Raab from Sunset Beach, California with a 2nd and a 3rd. Tied for 3rd was Anthony Boueilh and Anthony Hudson with 7 points. In the Lightning class, Steve Hayden from Lake Mary, Florida had an equally great day with a 1st in both races, 2nd was Bill Mauk from Miami with two 2^{nds} and 3rd was Rob Ruhlman from Cleveland, Ohio with two 3^{rds}

The second day of competition was only a little less windy than the first; with 15/20 knots. Once again the signal boat had problems dragging its anchor so the pontoon boat with Ron Rostorfer, Roy Hellman and Mary Stein aboard took over the start of the 1st race. Bill Braddon was able to get his Morgan 41 anchored soon after the start of the 1st race so everybody got back to their normal duties for the 2nd race.

In Lasers, Augie did it again with two more 1sts. James Liebl from Titusville, FL had the next best scores with a 3rd and a 2nd, and Anthony Boueilh was third on the day with a 2nd and

House Committee Report

Like the zincs in your engine (when was the last time you checked yours?) everything has a useful life. This is readily apparent at the Bar in the Groves Nest when attempting to find a barstool to sit upon anticipating your well deserved beverage. The barstools have seen better days and many have been laid to rest. Which begs the question – When are we getting new barstools? That is where you come in! Imagine walking into the Groves Nest and sitting on a stool with your name engraved on a fine brass plaque that is firmly affixed to a stool that you personally acquired for the Club! I know that I have personally financed one beer at a time at least 3 barstools with nothing to show for it. If you would like more information on how you can donate a new barstool to the club please contact me at pdm3kw@yahoo.com for more details.

Also, be sure to stop by the club and enjoy the new Ping Pong Table, and a special thanks to Hector for finding my Costa Del Mars that came up missing after the Mango Strut. Until next month.

Patrick Mccann

a 4th. In Lightnings, Steve Hayden would have had two more 1st places but he was protested and later disqualified in the 2nd race. Bill Mauk had another great day with a 2nd and a 1st. Steven Davis was 2nd on the day with a 5th and a 3rd. Robby Brown from St. Petersburg, FL and David Helmick tied for 3rd on the day with 9 points.

On the third day, the wind was back up again nearly as strong as the first day. Barr Batzer loaned the signal boat a big Danforth anchor and it did the job... we anchored on the 1st try! Once again, Augie Diaz dominated the laser class with two more 1st places. Ken Swetka from Saint Claire Shores, Michigan came on strong on the last day with a 3rd and a 2nd. Anthony Boueilh had another 2nd and 4th for third place on the day. Jeff Linton from Tampa, FL dominated the Lightning class with two 1st places. Paul Wurtzeback had his best day with a 2nd and a 3rd. Steven Davis also had his best day with a 4th and a 2nd.

For the first time in the history of the Orange Bowl Regatta, the winner in each class was a local sailor. Augie Diaz and Bill Mauk each won their class. The outstanding sailor award went to Augie Diaz.

The following people worked on the race committee and did a great job in difficult conditions: Bill Braddon, Al Chapin, Ron Rostorfer, Dottie Rostorfer, Marvin Schenker, Vicki Rosenbloom, Jeannie Buntin, JoAn Pszenny, Bruce Schneider, Denise Schneider, Tony Hubbard, Carl Updike, Mary Stein, Jean Ann Davis, Mike Miller, Karen Young and Roy Hellman.

A special thanks goes to Lester Johnson of the Orange Bowl Committee for the shirts and trophies. Also, a special thanks go to Terry Auwaerter for the hors d'oeuvres and desserts at the dinner, Scott Salzberg for the barbecue, and Britt Price for all her help.

Art Auwaerter

Support the Coconut Grove Sailing Foundation with your United Way Contribution

The Coconut Grove Sailing Foundation was founded by a group of club members with the purpose of supporting sailing programs on Biscayne Bay. If you make an annual United Way donation, you may wish to designate it on behalf of the Coconut Grove Sailing Foundation.

The Coconut Grove Sailing Foundation is a charitable organization pursuant to Sec 501(c)(3) of the Internal Revenue Code. Tax ID EIN#65-107-3893, FL registration Number 12776. P.O. Box 331835, Coconut Grove, FL 33233-1835

Jack Hamm

Boat Christening...One suggested method

It always has been intended that a proper christening and the accompanying ceremony ensures good fortune to the lady and her crew throughout the life of the vessel. It's comforting to think that if a vessel *does* have a run of bad luck, it will be because her christening ceremony was poorly written or performed, rather than sea monsters, her Captain's incompetence, or any number of other reasons we'd rather not contemplate.

With new boats arriving at the Coconut Grove Sailing Club, I thought it appropriate to "borrow" the following account (with regards to Captain Bob) on the proper way to christen a boat. One new vessel's christening and launching seemed to strangely forebode its fate. Following the christening of the *Edmund Fitzgerald*, the iron ore behemoth slid down the skids and into the



"Hats are not required suggested for a boat christening ceremony, but may amuse Neptune & friends."

water at an unusual, precarious angle, throwing a monstrous wave back onto the launch area. The giant hull then crashed back against the pier with such violence that one onlooker actually suffered a heart attack and died. An observer commented, "The *Fitzgerald* seemed as though it was trying to climb back out of the water!" Several years later, the *Fitz* broke in half and went to the bottom of Lake Superior in one of the most frightening storms ever recorded on the Great Lakes.

So for you new boat owners, don't tempt fate. Get out that notebook and pencil, and let's write us a modern, but classy, christening ceremony.

First of all, make certain that you invite everyone to the christening who is important to the boat. That should include your kids, the family pet, grandma and grampa, and if you think you can con Uncle Harry into buying some bait once in a while, invite him, too. Distribute plastic champagne glasses to all the attendees. If you give them glass glasses, somebody is bound to drop one, and then you have to interrupt the ceremony to sweep it up. It's not good to interrupt the ceremony.

Someone with a strong voice, preferably who can impersonate Richard Burton, begins by saying: "For thousands of years, we have gone to sea. We have crafted vessels to carry us and we have called them by name. These ships will nurture and care for us through perilous seas, and so we affectionately call them "she." To them we toast, and ask to celebrate (the name of your boat)." Then everybody raises their plastic glass filled with

champagne or your favorite non-alcoholic beverage and shouts, "TO THE SAILORS OF OLD...TO (the name of your boat)." Everybody takes a sip.

Lord Burton continues. "The moods of the sea are many, from tranquil to violent. We ask that this ship be given the strength to carry on. The keel is strong and she keeps out the pressures of the sea." Again the glasses are raised, and the assemblage shouts, "TO THE SEA...TO THE SAILORS OF OLD...TO THE SEA!" Everybody takes another sip.

Continue. "Today we come to name this lady (name of your boat), and send her to sea to be cared for, and to care for the (name of your family) family. We ask the sailors of old and the mood of God that is the sea to accept (your boat's name) as her name, to help her through her passages, and allow her to return with her crew safely. " Again, with the raising of the glasses, "TO THE SEA...TO THE SAILORS BEFORE US...TO (the name of your boat)." A last, long sip by all.

Now pour champagne over the bow to appease King Neptune, and lay a branch of green leaves on the deck to ensure safe returns. (Breaking the bottle across her prow is optional for a recreational vessel, and should be done only if all safety precautions have been taken, and after the bottle has been properly scored for a clean break.)

Submitted by Jim Clark (not normally a superstitious type, but believes in taking no chances...)

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CLASSIFIEDS

Month 1

WANTED: Catalina 27' with 4' draft, outboard motor and standard interior. Contact Alan Westcott, (850) 894-0627. westcottar@aol.com

For Sale -'99 West Marine Inflatable, 8' 6". Model # RU 260. Used twice, like new. Carrying case, oarlocks, oars & bellows pump. "No patches or scratches". \$550.00. Will deliver to club. '95 Mercury 5 HP, long shaft. Interior & Exterior tanks (3 gal. with hose). \$650.00. Will deliver to club. Alan Westcott (850) 894-0627 or westcottar@aol.com.

Month 2

Sloop, 1964 America Cup Transpac Racer designed for San Francisco to Hawaii Racing. 70ft Mast, upgraded rigging. 7ft 6 ton Keel, Hull is 30 Ton Mahogany, Beautiful cabin applied after racing days, 85 Perkins that provides full hull speed at 11 knots. History: Bought by Warner Bros for Movie Lucky Lady With Lisa Manelli, Bert Remolds, Gene Hackman. Key West Hyatt Regency Charter Boat. Call 305-588-0128

1985 Honda 7.5 HP 4 stroke outboard. Used in fresh water only. \$350 Ray Jefferson digital key board VHF with mast top antenna. \$40. Call John Degen 954 432 6930

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

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Month 3

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.

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@bellsouth.net .

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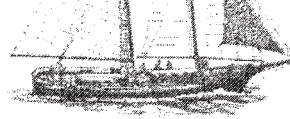
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Entertainment Committee

The CGSC welcomed 2005 with champagne, poppers and streamers, and a fabulous meal. The jazz band played wonderful background music. The night ended with folks crowding on the balcony to watch the fireworks in downtown Miami.

Fresh winds bring another party and we need to do some dancing so grab your honey for a **Valentine's Party**. Mark your calendars for **Saturday, February 12th, 7:00 pm**. Bring your **valentine** for **dinner, dancing** (I'm picking the music in traditional CGSC dancing style!), and **romantic moonlight**. The evening includes a **sweetheart photo** for you and your valentine. Coming as your favorite famous couple (Bonnie & Clyde, Anthony & Cleopatra, etc.) is encouraged but not required.

Cost: \$40 per couple, \$20 for singles.

Please RSVP at the club office by Feb. 10th so the chef is properly prepared.

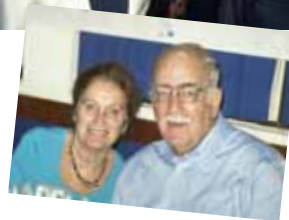
Hugs and Kisses.
by Krisan Lamberti



New Years Eve Party



Photos by Susan Walcott



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