



July 2005

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MEMORIAL WEEKEND 2005 BIMINI RENDEZVOUS

PREPARATION

The recent highly successful Bimini Rendezvous is a perfect example that really great things can happen when people take the initiative to suggest, organize and publicize fun things to do. It is work but Janice and Alyn Pruet, and Joe Logan and Jennifer Wirth did just that and got a bunch of us off our duffs and into a great adventure. Rendezvous Chairperson, Janice, organized several meetings where info was provided and questions aired. This was very helpful both for newcomers and as reminders for old hands. Joe and

Jennifer, and Lee Smith (Biminilee) and Pat travel often to the Bahamas and provided recent info about what goes on.

One necessary requirement is the \$25. U.S. Customs Decal. I once asked the Customs office if the reason we need that is to pay the government \$25., and he agreed. You get hassled if you don't have it, so it's sort of like paying protection. They nowadays mention Homeland Protection, but that's different.

It really pays to read about an area before visiting it. The Yachtsman's Guide to the Bahamas, Bimini Cruising Guide and the History of Bimini by Ashley Saunders are all good. It is surely advisable to get familiar with the charts involved, and a GPS with all waypoints. It goes without saying that you need to know what you're doing and that your boat is ready.

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COMMODORE'S REPORT

It is an honor and a privilege to serve as your Commodore this year. I am very fortunate to have an outstanding leadership team in place to help us through the year. We will continue to improve upon the many achievements that past Commodores Jack Hamm and Bud Price and their respective teams have achieved in these past two years. I am particularly happy that Jack Hamm as past Commodore, Marc Buller as Rear and Mary Cacace as Secretary will stay on the Executive Committee and provide continuity in leadership. I welcome as new additions, David Kurtz as Vice Commodore and Charlie Rahn as Fleet Captain. Long time CGSC volunteer David Kurtz has previously served as Rear Commodore and is a leader in national racing circles. Charlie Rahn, Fleet Captain, a naval architect and long time racer will bring his substantial experience to bear on further developing our sailing programs.



I first became involved at CGSC when I signed up for a beginning sailing class given by Dudley Clark about ten years ago. I was immediately hooked, and continued with Hugh Padrick's intermediate sailing class. In short order, Jean Anne Davis got me involved in WYRA sailing (Woman's Yacht Racing Association) and in no time I took off as a sailor. Although I did not own a boat for many years, club members were most generous in lending me theirs, or inviting me to join them for a sail. I captained a race boat for WYRA, crewed in national regattas, and went to many rendezvous on other people's boats. I had wonderful times on Jo-Anne Pszenny's Morgan 24 and Jane Snedaker's Morgan 30. Club members were always willing to lend their boats and their time for race committee work, sailing classes or community outreach sailing. When I finally decided to buy my own boat club members again helped teach me how to maintain and care for a boat and even helped me move it during hurricane warnings.

The club and the members have been very good to me, and I appreciate this chance to give back to all of you. I hope you will all join with me as we celebrate our 60th anniversary year.

Thank you once again for this opportunity to serve.

Andrea Stringos, Commodore

Meet Your 2005-2006 Commodore

Andrea was born in France and grew up in Maracaibo, Venezuela. She has lived in Miami for the past 21 years. Andrea has a B.A. from Harvard, a B.Mus. from U.M. and an MBA from Wharton. She has two children: Brendan, 24, who is teaching in Japan, and Morgan, 21, a student at Northwestern. Her partner, John Graves, is a USSA certified judge and has won many sailboat races and fishing tournaments.

A past Commodore of the CGSC, Andrea has a long history of volunteer leadership with civic and community organizations. She served as president of WYRA (Woman's Yacht Racing Association) for two years, and has served on the Executive Committees of the Harvard Club of Miami, the Junior League of Miami, the Coconut Grove Sailing Foundation and the Woman's Club of Coconut Grove.

Andrea owns a Flying Scot and has been the Flying Scot Fleet Captain for many years. She has competed in many regattas, and represented Florida in the Adams Cup semi-finals in 2003. She is also a certified scuba diver and has sailed and scuba dived throughout the Bahamas and the Keys.

Andrea is a second generation American who strongly believes in the value of education. She is proud of having established the Learn-to-Sail program at Coconut Grove's Virrick Park which won her the 2003 USSA Community Sailing Award.

Vice Commodore's Report

I am happy to take on the Vice Commodore's position to help the club and promote the arts of sailing, racing and seamanship. I started sailing at 10 and have remained an avid racer since then. Both my J-27 and my Lightning are at the club so that keeps me on the grounds frequently. I have served the club as Race Committee Chair for two years, member of the Board of Directors for four years, and finally, Rear Commodore a few years ago. I have enjoyed serving the club and cherish the friends that I have made in the sailing community and at the club.

I met my significant other, Anita Hansen, in 1992. She had never sailed before and I showed her how to sail and race. She crews with me on ALL races and has a special interest in promoting women's sailing.

In closing, I love to be on the water with friends and make wind driven vessels go fast!

David Kurtz, Vice Commodore



Rear Commodore Report

Once again it is an honor to serve as your Rear Commodore. Last year, I was honored to be elected Secretary and eventually Rear Commodore. This year, I hope to keep the sailing programs going and improving them. It's going to be exciting! I hope everyone takes part in the programs, whether it's volunteering to assist a training course, or joining the Annual Rendezvous.

Those at the installation dinner enjoyed a great evening. Please thank Scott, Sonia and the Staff for their efforts; even the dockhands cleaned up well !!! They did a fine job serving and "other duties as required." It was truly a team effort.

One theme that ran through the night was team work. Everyone who spoke mentioned the responsibility of each member to get involved. This is YOUR Club, please step when asked or better yet: VOLUNTEER. The Board is always open to suggestions and we hope to hear from you.

The Bridge and Board are happy to serve, but it makes it much more satisfying when other members are involved. We want to do the right thing, but without your input, we are just doing what "we" think is best. So my suggestion is to come to the meetings. Board meetings and General meetings are on the calendar. It's a great way to socialize and keep track of what's up at YOUR Club. I plan to see you there.

In the meantime, I'll see you on the Bay,

Marc Buller, Rear Commodore



Meet Your Vice Commodore

David Kurtz was born in Miami and is a third generation Miamian. His parents and grandparents all sailed on Biscayne Bay.

David started sailing at the age of 10 years renting sailboats from Castle Harbor in Dinner Key. He then took up water skiing and skied in tournaments for seven years. He started competing in tennis, played professionally and then went into teaching. He is now the manager of the Salvatore Tennis Center.

David's first boat was a Capri 25 back in 1978. He now owns a J-27 and a Lightning. He races in local regattas as well as at Block Island, Key West Race Week, S.O.R.C. and Abaco Race Week. He recently won Miami Race Week. David has been president of PHRF/SEF for twelve years, is a boat handicapper locally and has served on the handicapping board for Key West Race Week, Miami Race Week and S.O.R.C.

David joined the Coconut Grove Sailing Club in 1984 and has served as BBYRA representative, Race Committee Chair and Rear Commodore. His partner is Anita Hansen, another active sailor who consistently comes in first in WYRA races.

Meet Your Fleet Captain

Charlie Rahn began sailing in 1967 in New York. He was the Junior Commodore at Richmond County Yacht Club – State Island. He has sailed sunfish, penguins, thistles, keelboats and windsurfers.

Charlie attended SUNY Maritime College and was active in intercollegiate racing. He graduated with a B.E. degree in naval architecture and a USCG Engineers License and has gone to sea on U.S. Merchant ships.

Charlie joined CGSC in 1980 while working for the late Grove naval architect James S. Krogen. Past owner of two naval architect firms, Charlie is currently an independent consultant primarily dealing with cruise ships and mega-yachts. He has worked on over 500 projects ranging from prams to the Queen Elizabeth II.

Charlie has owned Soverel 26s since 1984, and currently owns "Flying Circus." His wife Carolyn owns a sunfish and his 16 year old son Andy races Lasers. In addition, they own another sunfish and three kayaks.



(Bimini continued from 1)

CROSSING AND ENTRY

Most of the seventeen boats with about fifty people departed the evening of May 26, to arrive in Bimini in daylight assuming a fifty mile trip. In No Name Harbor we had wonderful gumbo prepared by Chef Alex Cesar.



Storms shifted the winds around which kept the bugs away, but we left

when we got all done. We picked up a polypro line around the prop there, which broke soon, then was rediscovered and the remainder removed at the concrete ship excursion (Bimini). Some things like the Gulf Stream haven't changed much and it indeed still flows north past the "Islands in the Stream" with great reliability. Variable NNE winds allowed sailing for about a third of the way in calm seas with O.K. speed pointing at about 120 degrees, then clocked and dropped. So it became just as well to motor-sail and get on with it. Joe Logan held radio checks along the way, a nice touch as we tracked the rhumb line using the compass and Emy's GPS; she's the Navigator because she has the GPS; same as Alex being Chef because she made gumbo; Renny refreshments, etc.; it's all very democratic. We had watches and those who wanted to sleep some were able to, and a good thing too as they would surely need it later. Everyone steered and was exposed to most aspects of running the boat but I think most just did whatever they liked; all helmed, however, and are Helmspersons. Daylight arrival is essential by most estimates as the entrance is exacting, shifting, shoal in spots, and must be traversed slowly and carefully. We lined up the range marks on land, crossed the sandbar, then paralleled the shore into the harbor reading the depth all the way. The water is incredibly clear. Some boats with less than six foot draft were known to bump, but no CGSC boats had serious problems. One large charter sailboat went too far east across from Alice Town and spent the night stuck and heeled; not much fun, but lucky



for them no storms came up.

CLEARANCE HUBBUB

With prior help from Biminilee, we tied up at the Fisherman. The people there are very nice, as are most Bahamians. They advised that we could raft out perhaps a total of ten boats from two dock spots, and the price was right. This seemed a good idea, but thank goodness nobody took us up on it as boat wakes were incessant, not much breeze could enter the boat, and the loud music played until daybreak (this was mistake #1). Memorial Weekend is a busy time in Bimini and there



people can run loose. I had forms from before which we completed and I presented. They didn't like those forms (old), so they gave me new forms with the same info. I returned to the boat to re-write them, then off again. WOW, in line(s) again and by this time people were

getting grousy and one lady agent got that way too. She spoke out thru a hole in one-way-mirror, and we could only see her lips move as she made her will known; she could see us, however. She made some people bring their boats in from the anchorage so she could go aboard with her high-heels, made one

man stand and copy his form just like one on the wall, and wanted to know where everybody's boats were. I advised ours was at the Fisherman which she advised was not an entry location. I retorted that it seemed a very good one, that we liked it a lot and had the "Q" flag flying, nobody running loose, friendly people, cool drinks, Otis

Redding playing on the porch, and that I didn't know where else to go with crowding, etc., da-daa, da-daa, da-

daa. Also, that we would fly the Bahamian courtesy flag as soon as we could be courteously admitted. She seemed unimpressed but I think had had enough as listening thru the hole I heard another woman tell her to let it be. I paid \$180, was let go, was glad to get out of there, and nobody got caught swilling on the porch, running loose, etc. Some had hotel rooms which freed the boat up and we headed for the beach (mistake #2). Pepper began wearing her tiara then, which some of the locals and visitors knew what was, and liked.

AMBIANCE AND ACTIVITIES

North and South Bimini are but two islands of the about 700 which are the Bahamas. Bimini land totals about nine square miles with 1700+ residents. The three N. Bimini towns, south to north, are Alice Town where most businesses are, Bayley Town and Porgy Bay. The Compleat Angler and Hemingway Museum seem the social center nowadays and is where Janice arranged for our crossing celebration on Friday eve. There was much cheer, food, drink and camaraderie, and did the place ever fill to capacity as the night drew on. In fact the whole of Alice Town seems lively, but I was told that the services, etc. offered in Bimini are less on the whole than thirty years ago. So it is felt that visitors are fewer, but I don't know this. Brown's Hotel, docks and bar are no more, just dereliction, and this was sad for some of us who had spent some very good times there.

Mid September into May is considered the off season when visitors mostly have the place to themselves. Chalk Airlines seaplanes fly in and out often, and are really picturesque landing and taking off right thru the harbor. Also, S. Bimini has an airport. There are ocean diving and fishing trips to be taken, and many people come to do their own. An interesting straw-market of sorts sits along Kings Highway (east side of island); Queens Highway is the high road west and parallel to the beach. It is one palm tree higher than Kings. Breakfasts were fine at the Fisherman and there is food at other times, but not always. Drinks are aplenty but from the Bimini Cruising Guide: "Let me put it this way, if Kalik Gold had been available to Columbus and his men, they wouldn't have been able to find their boat, let alone America." There was once only



one Kalik. It was and is a really great pilsner of the German type, but they now offer three including Light and Gold. I was advised against the Gold, but did have one which was enough of that kind.

MISERY

We did not plan well, listen well, or whatever but too late we know of the Bahamian old wives tale that says to LOOK OUT for SEA LICE (jellyfish larvae) between Mothers and Fathers Days. May is supposedly the worst month, and you can see them in the water as thousands of dark pinpoints. The next jellyfish stage is the dark brown, penny sized swimmers which we saw in the harbor and commented how pretty they were. Little did we know and swam in the

ocean ASAP. Wearing clothes make the lice worse; T-shirts to avoid sunburn for instance captures the little devils and causes them to "fire" – secrete toxins. Your body can react allergically to this, and apparently secretes stuff of its own which causes hives, extreme itching similar to poison ivy, nausea, malaise, chills and other bad stuff. Going nekkid might prevent it, but we didn't try that. Showering well immediately after getting sea lice helps, and people use many remedies, some of which help for some, but not all. We have heard of rubbing with sand (whoa!), white vinegar, ammonia (Windex), mild bleach solution, and Benadryl and Allegra allergy pills for the nausea and malaise. We did not know of most of this



and were miserable until our return. I later got sea lice stuff from the dive shop and three types from the drugstore. The only one worth anything was 1% hydrocortisone which did help, but I got O.K. only after a prescription. The website suggests discarding clothes worn in sea lice as they can "fire" again if only air dried. Some people were not bothered but others had trouble for three weeks.

Most did not realize the extent of it and swam with sea lice again the next day, real gluttony, but we hadn't put it together yet and the water was really beautiful. The

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heat surely makes the rash worse, and lack of sleep from loud music didn't help. After hearing Redding's Mr. Pitiful, a good song, but a few times too many, too much raggy music, and other stuff till daybreak I for one felt pitiful indeed. Specifically: heat, hives, itchy, sweaty but with terrible chills, malaise and silence deprived. We didn't move to the anchorage then as people enjoyed the convenience of the dock, and we were a sort of meeting place. One crewperson who helped some of us live with our miseries is now known affectionately as Nurse Goodbody. Truly, from the sea lice time on some people had to do more than others as some felt very poorly.



EXCITING CHEMISTRY, PHYSICS, CULINARY, TATTOO & DÉCOR LESSONS

An old standby boat stove such as was used in European homes for near forever involves pressurizing kerosene (paraffin in Europe, odorless mineral spirits here), pre-heating the burner with alcohol, say Sterno, until the burner is hot enough to atomize kerosene. The hot burner is then lit for a very hot flame; enter mistake #3. Cooks announced "hotdogs" which everybody was happy about, but soon when "FIRE" was announced we all, including the Fisherman's good barman, Mike, left



the porch in great haste to fight it. It was a modest flare-up caused by inadequate pre-heating, then getting mixed-up about to turn left-to-off, or right-to-off. It was easily smothered with a wet towel. Before anyone could discuss much cooks announced "all done, mildly charred". They were the greatest plump, flamed to perfect flavor Hebrew Nationals anybody

could ever have, and with all the trimmings. We gave a nice plate to Mike too, thanked him, and we all ate well with no harm done. Turn right-to-off will be the sign on that one.

Coffee is and was an issue. We bought cups ashore sometimes, fixed American and had a go with the Cuban coffeemaker (mistake #4). Somehow when the Cuban coffeemaker was "knocked out" (emptied) the top strainer was lost. Upon filling the coffee container with coffee the missing top was overlooked. When heat is applied, as Steve McQueen did in SAND PEPPLS live steam comes up, and is powerful. His Chinese buddy called it live stem. Well, live stem forced the coffee up the tube and into the pouring reservoir until the tube plugged. We tried some of the coffee then and found it sub-standard; more like coffee mud. Upon mistakenly applying more heat the side valve blew depositing small freckle-sized coffee dollops on cooks much like tattooed freckles. I thought



they looked nice, but they didn't like them much. Also, the galley décor was altered by darkening the woodwork, and the coffee odor masked all others. Not bad really, but it probably won't catch on. We know as McQueen did that live stem is POWERFUL!!!

LAND AND SEA TRIPS

We walked around some and Biminilee took some of us on his golf cart for ice and to see the sights. Saturday we got the inflatable going with the all-powerful Seagull motor which caused a stir as some people are too young

to have seen one. Some of us toured the canal part of South Bimini which has construction going on. It is tricky to go the length of North Bimini as shoals block some parts and the tide can be strong, but it is different and pretty. A time or two when we touched shoals the Seagull tried to jump off the transom reminding from the Seagull Manual, top and bottom of every page: "Always secure your engine with a lanyard." I love my Seagull and had it secured with a lanyard. We went the whole way to near the large building project at the north end, and visited Biminilee on Anna Karenina with wonder dog Missy. This is the site of Lee's three Coral Cottages which seem very

nice. Pepper missed the last dinghy trip but got a golf cart tour the length of North Bimini with Pat Smith and came back proudly telling of the sights: nice s h o w e r s , businesses, much



construction, Anna Karenina, wonder dog Missy, etc.; very humorous. Turns out she had gone to much the same places as we had gone, but curiously we missed meeting as the timing was off.

Our boat missed the North Bimini west-side snorkeling trip because of malaise, and toward evening we were supposed to have gone to the rendezvous progressive dinner, but most of us had about had it, and so crashed as best we could with chills and noise. Sunday morning we went to the sunken concrete ship Sapona, east of Turtle Rocks which was once used for plane target practice. The snorkeling was nice with colorful fish and the incredible variety of growth outside and inside the ship. It is a calm water pursuit, or anchor well far away, as to be slammed against that ship in rough water would eat one alive, boats too. We motored back to Bimini, anchored two directions for the tide, and cooks prepared the best meal ever of fresh fish Nurse Goodbody had conned away from some young



fishermen at the dock (everybody seems to catch fish all the time in the Bahamas, unlike here). It was all indeed splendid, wonderfully quiet and with a cooling breeze. Bob Gruber then led the charge to get the heavy dinghy aboard, always a chore. We slept until about 11P and left Bimini by using a spotlight and fathometer, lined up the range marks, exited over the bar and hoisted sails for home.

BACK ACROSS AND MORE CLEARANCE HUBBUB

Again we sailed about a third of the way with calm seas and variable winds from the ESE. In time the wind grew fickle and we motor-sailed mostly along the rhumb line, planning to be at Matheson Hammock around 12N when Customs was to have a tent for Memorial Weekend check-ins to avoid going to Dodge Island. We were there about 12:30P but found no Customs. The Dockpersons knew only that we couldn't block the boat ramps. We went to the fuel dock, knowing well that we couldn't block that either, but then learned that Customs would not go anywhere except their tent which they then sat up, their "desk" being a large cooler. Back to just outside the boat ramp, six inches off the bottom, and to the tent with passports. They advised that we needed a "clearance number" to even get conversation. People were calling the 800 number with no answer for hours. So after much suggestion from the peanut gallery one of the agents finally got a supervisor who said to just make a list and check people in, which they did. The agents had nothing to work with, but were nice throughout. We waited and waited, finally getting loose around 4P to motor to the CGSC with only one person having to go to Dodge. We were way too long getting free from U.S. Customs, but a quote from the Seagull Manual again may help bring it into perspective: "Remember that on any motor boat, however quiet, your voice can be heard much more clearly by surrounding craft than by your own companions...a supposedly confidential and innocent comment about people or their boats may well become unknowingly a public broadcast...there's probably enough trouble awaiting you when you get ashore without adding to it!"

Our boat had been quite packed, taking many days to get ready, and so took days to get cleaned up. The Cruising Permit is valid for ninety days, so Bimini again, who knows?? It's a great and different place to spend some time, experience the beautiful water, fish, and see seaplanes doing their thing. We only made four mistakes, and remember them.

Fair winds all, Bill Beavers

Photos by Bill Beavers, Jim Phillips and Deborah Pepper.

When a kid wants to go racing...

What's a parent supposed to do?

By: Jamie Ramon

Simple; you load the boat and all the equipment on the truck, attach the trailer with a tender, and head to the nearest regatta. As you leave the comfort of your home with the young sailor sleeping in the back seat and you watch the sun begin to rise, you hope for some good sailing weather. Maybe it's instincts or just the smell of the ocean but for whatever reasons, as we near the regatta venue, that young sailor rises to the occasion. This weekend it is the Palm Beach Sailing Club and the warm waters of the ICW in Lake Worth. What a nice place this is with the 1920's residence converted into its Clubhouse, which offers a panoramic view of the ICW and the regatta venue.

The winds are light 12-15 knots out of the East as some power boats on the way out for some fishing create the only chop in the water. As the young sailor finishes rigging his vessel he looks straight at his Dad and says, "Dad today is my kind of day!" The proud father only smiles and hopes the kid is not disappointed.

As activity increases sailors of all ages start rigging their vessels. Sunfish, Mega Bytes, Lasers, and International Optimist Dinghies are all being rigged on the Club's lawn. There are lots of familiar faces yet it is clear that other events are taking place, which have kept a lot of sailors away from this venue. As the horn blows we attend the much-awaited skippers meeting where we will be given instruction for the day's events. Shortly thereafter in a well-organized manner, which would seem like chaos to others, all sailors head out to the water.

16 Lasers, 4 Mega Bytes, and 7 Sunfish, head out to the ocean while 20 (10 R/W/B fleet and 10 Green Fleet) Optimist will sail in the protected waters of the ICW. As I watch my young sailor head out with the others I get the great feeling of today's mission being accomplished. No time to ponder so I quickly join him on the course with our tender and provide him with some hints some people call coaching. Races get underway and us parents follow but not too closely. As a proud father and racer in my young days I keep track of all mark rounding and follow my child's progress providing some hints between races. After a full day of racing and with six races completed, all the tired happy young sailor return to the Club to de-rig their vessels and stow their equipment. We are unable to stay for the festivities so we stow the equipment and start our long drive home knowing we will return tomorrow for another full day of racing. As I'm driving down the highway I look through the rear view mirror and see a very tired sailor who smiles at me and tells me "I told you it was my kind of day". We both smile at each other as I congratulate him on his two first place and four second place finishes which puts him in first place overall, twelve point in front of second for the first day of racing.

What a difference being in the lead makes. Today our young sailor is wide-awake with the adrenaline flowing. We leave the comfort of our home under cloudy skies with some light rain falling on the windshield. We want no disappointments so the pep talk concentrates on topics such as "today is another day" "anything could happen" "lets just have fun out there" while inside the old competitive instincts are biting. As we drive up the highway and we see the flags flying it is evident that the wind will be similar to what we had yesterday and my young sailor again comments, "Today also looks like my kind of day". Race Committee's plan for the day is for as many races as possible before the 1300 cut off time so all the kids rig their vessels as quickly as possible and await the signal for launching. Within minutes of the signal all boats have been launched as coaches/parents follow. The first race is completed in some very inconsistent wind speeds, which kept coming from every direction. The race committee opts for giving the kids an early lunch on the water so we can wait for the winds to fill and possibly get some more racing. After lunch the wind filled to a comfortable 13-15 knots and we were able to complete another three races. Shortly after the final race all sailors return to the Club to de-rig and load the vehicles so we could await the trophy presentation. Just another well-organized chaotic moment.

Today's performance of one first, one second and one six place was sufficient to keep the overall first place finish for the regatta ahead of the next place finisher by 11 points (8 after two dropped races). After a great raffle and trophy presentation we finish packing our vehicle for our long ride home. Once again I look in the rear view mirror at my young sailor and we both smile, as we know it sure was another one of "His Kind of Days".



Youth Sailing

Summer Camp Session 1

We are in full swing with our summer camp this year. We have 41 children signed up. We were able to sail everyday but one. The kids are having an adventure sailing several club boats. We have increased our inventory with Prams, Optimists, Sunfish, Access Dinghies, and Flying Scot's. Everyday the kids have been sailing to the one of the several locations on the bay including Viscaya, Key Biscayne, and the close sandbar. The kids have been sailing, swimming and kayaking and getting plenty of sun!



Photography by Frank Aloise.

David Hernandez, Ariel Zirulnick, Grace Kendall taught the Beginners in session 1, with the help from our Counselor in training Paul. They sailed off the dock for the first couple of days, then ventured out with the



Photography by Frank Aloise.

advanced kids to the close sandbar and both Viscaya and Key Biscayne. It was a great two weeks and these kids can sail upwind and make it look easy. We included the Access Dinghies in the beginner class to give the kids a challenge.

The next group is our sunfish class which CJ Abell and Paul Llyod-James taught. This great session was a huge success with help from our CIT's Wendy Gans and Roman Sparsfield. These kids were sailing upwind and having a great time.



Photography by Frank Aloise.

Our Optimists class sailed in heavy winds and made it look easy on the second week. Their coaches were Mike Abell, Eva Cantillo, and Carla Eronshon. They practiced several courses and long distance sails working on sail trim and hiking on the rail.

The finally group is our Flying Scots' - we sailed our

racing kids in them everyday. Since these kids all sail very well, I decided it was time to take these kids and add a new skill, Teamwork. These kids are use to sailing solo in the Optimists all year, so we switched it up with having them sail together in the Flying Scot's. I must admit they were executing perfect gibes in heavy winds in the first week. Nevertheless, the main goal with this group of kids was to let them have fun.

We have openings in all of our remaining sessions, so if you know of any children ages 7- 15 who want to learn to sail, or already know, and just want to have fun on the water. Please call Britt Price @ 305-444-4571 ext. 11, or



Photography by Frank Aloise.

you can go to our website and click on Summer Camp and register online.

The club is also hosting the Miami Dade County Public Schools hands on Math and Science Summer Camp. This camp will be for four weeks and the kids will not only be sailing, kayaking, and snorkeling. They will be participating in several experiments with Marine Biology and Oceanography. The club will be busy!



Photography by Frank Aloise.



Photograph s by C.Branning

Cruising & Rendezvous Bimini and Beyond

After many months of planning and preparation, the CGSC Gulfstream Fleet (the majority of whom were “virgin” offshore cruisers) ventured into Biscayne Bay with dinghies stowed and provisions stored while thunder clouds threatened in the north on Thursday, May 26th. Our first flank left ahead of the storms to escape the ravenous mosquitoes of No Name Harbor. Little did we know what creatures lay in wait for us in Bimini. “Effortless” having just returned from the boatyard that same afternoon with a new untested engine, repaired rudder and quadrant as well as a slick and shinny bottom (thanks to Bob Barnett and the quick work of “plastic” surgeon Bob Campbell) was less than prepared for a Gulf stream crossing but we were not about to be left behind. We hastily “packed” the boat with safety gear and provisions for 3 weeks and headed off to catch up with the others. Fortunately, “Sunday Morning” waited for us and led us out Biscayne Channel into the dark but calm Gulf Stream. The next 8 hours were spent watching out for freighters and tankers, while keeping an eye out for familiar masthead head, steaming and stern lights. At no time did we ever feel totally alone at sea. Our trusty guide, (between naps) and his faithful female crew kept a watchful eye and ear out for all the fleet. Joe did navigational updates and welcomed radio checks every three hours. When he couldn't get in touch with those with weaker radios Matt Trask on “Song Bird” relayed info back and forth. “Island Dream” our Catalina 26' turned out to be one of our lead boats, setting a course any expert would follow. A full moon rose to lead the way across the stream and the stars were out to guide us. It was an awesome and exhilarating experience as the lights in the west dimmed and disappeared on the horizon. As promised, with a heading of 120 degrees which we maintained (with the help of flashlights as we discovered our cockpit, compass and stern lights were disabled due to work done in the boat yard) we arrived in time to see the sunrise over the range marks of Bimini. “Sunday Morning” lead the way into Bimini Harbor, even created a “marked” channel with red and green Clorox bottles to safely guide the stately “Richard Andrew” with the 6 foot draft and classic “Cherubim” . Seventeen boats from CGSC completed the trip. I was so proud to be a member of CGSC, especially as the fleet arrived

en mass and paraded through the Bimini Harbor. We turned more than a few heads as we arrived, burgees flying!! CGSC boats dominated the anchorage in contrast to the power boats and made it tough for the sea plane to land. Swimmers got buzzed when the plane tried to land outside the channel. Commodore Bill Beavers’ “Finesse” acted as our dinghy dock and kept a watchful eye out while we partied



on the island. Pepper provided the jewels to make everyone feel “special.” The tiara made the rounds. After an afternoon nap on Friday the happy sailors headed to the “Complete Angler” to celebrate our successful crossing with champagne, hors’douvers, drinks, prizes and later dancing. Lee Smith was instrumental in making us feel welcome on the island, West Marine donated items for our raffle and Green Streets Cafe donated the champagne for our toast. A huge thank you goes out to all of them. “Doc’s Mistress” had a good time and Felipe’s “Good Deal” paid off. “Lizzy’s” crew got acquainted with the local talent.

Saturday, we got more acquainted with the island and other members of the fleet. Some snorkeled, some fished, some sailed, some slept, some shopped, some walked the beach. As the sun set on our second night, we participated in a progressive dinner so that the fleet could showcase their boats, (“Rebecca Mae” our largest) cruising cuisine and further develop new friendships. We partied late into the night, many of us starting to get a little itchy. We realized how strong the current in the harbor was when Reny tried to swim across and Alyn and I tried to row our inflatable back to the boat after it’s motor died. Fortunately, it’s a friendly harbor and we both got tows.

Sunday morning dawned with another pristine day. Thanks to Red the ice hunter from “Makani” we were able to get the last two bags of ice on the island to chill our ice box.. We untangled our anchors and headed south to the “Sapona”, a concrete ship that ran aground in 1924. It was designed by Henry Ford and has had a colorful history. While anchored there, a former Commodore of the CGSC (1974) Don Hesse saw our burgee and approached our boat to pay his respects and send regards to members back home in Miami. He and his wife were on their way to the Exumas for the summer. After snorkeling and noodling for awhile we headed to Gun Cay for our last night together. Casual groups

had dinner together, others fished, walked the beach or searched for sea lice relief. A few returned to Bimini for one last night of fun.

Monday morning, Alyn and I, along with Paul Lombardi and his lovely Monica on "Maria V" said goodbye to the fleet as they headed back across the Stream to Miami. Some fished, (Shadowfax" grilled their catch as they sailed across at 15 knots) some motored, some slept, some scratched with "Finesse." We relaxed one more day and then Tuesday headed across the Bahama Bank to the Berry Islands with "Sweet Lime's" cruising guide in hand. I'll tell you about that adventure another time. "Maria V" headed toward Cat Cay for two more days of fun and luxury.

It was a great Rendezvous. The best of the year, and hopefully we can make this an annual event. It would not have been possible without the help of Joe Logan and Jennifer Wirth. They gave us the instruction and guidance to make this trip safely and with confidence. For more info or to get on the cruising and rendezvous email list, contact Janice at jbpmmom@aol.com. Please join us for the 4th of July Rendezvous in Blackwater Sound, Key Largo, Labor Day Rendezvous at Pumpkin Key and dockside rendezvous' throughout the summer and fall. We are considering another crossing in the next 90 days. Let us know if you would like to join us.

Happy Sailing
Janice Pruett



Bimini At Its Best

July 4th Rendezvous

Our next rendezvous is scheduled for July 4th weekend in Key Largo. You can sail down Saturday or Sunday, bring your water toys, fishing poles, kayaks etc and we can anchor in Blackwater Sound, a short hop to Gilberts, the Marriott or back country. We can potluck, raft up or progress and the Fireworks display on the 4th is spectacular.

Contact Janice Pruett for information.



Summer Camp 2005

For Kids ages 8-16

Sign up on the web at

www.cgsc.org or

call 305-444-4571 ext.11

Registration open to the public and all members

Session: 2 weeks long from

June 6th thru

July 29th!

Prams, Optimists, Sunfish, Flying Scots, Ensigns & More !



CGSC RACERS PACIFIC-BOUND

Snipes

Several CGSC Snipe Class racers will be competing in the 2005 Snipe National Championships at San Diego Yacht Club, with racing in the nearby Pacific Ocean. The Nationals are scheduled for July 8-15. Representing CGSC will be the "Old Man," Gonzalo Diaz, Sr., son and current Snipe World Champion Augie Diaz, and Ken and Nick Voss. Nick will also compete in the Junior Championships. Local Snipe fleet members from other area clubs will also be participating.

Following the Nationals, Augie Diaz will travel to Japan to defend his World Championship in the 2005 Snipe Worlds, July 23-31. The regatta will be hosted by Kaiyoh Yacht Harbor, Gamagori-City, Japan. Augie won the 2003 Worlds in Sweden. The Snipe Worlds are contested every two years. To follow the Nationals and Worlds racing, log on to the Class website: www.snipeus.org

Transpac

CGSC Race Co-Chairman Ron Rostorfer will be sailing in the 100th Anniversary Transpac Race from Los Angeles to Honolulu aboard the Andrews 70 "Renegade" from Royal Vancouver YC. Their start, off Point Fermin, CA will be on July 17th. Smaller boats start as early as July 11th. The total distance is 2,225 nm, and the only mark of the course is leaving Catalina Island to port. There is a near record number of entries in this year's race. Daily position reports and track graphs will be available on the race website, www.transpacificyc.org.

Lightnings

The Lightning Class World Championships are set for November 19-26 at Vina del Mar, Chile, near Valparaiso. While no CGSC Lightning sailors will be competing, two local Lightning fleet members from other clubs are expected to attend. Log onto the Class website at www.lightningclass.org.

Goombay Regatta

A warm and festive Friday night happy hour on the balcony was just what the doctor ordered after a long week. The memorial day weekend had finally begun and the skipper's meeting for the Goombay International Regatta was delayed with some last minute entries. Amid the cool breeze and cold cocktails, the course diagram and starting schedule were handed out and reviewed informally with the skippers who could hear the announcements over the crowd. A great weekend on the bay was in the making as the sun set and the evening began.

Saturday morning saw the starting area for the cruising race set up to be down wind of the Biscayne National Park boundary mark "B". The breeze had filled in and was nearing 8 knots as the 1330 first start approached. This starting sequence was unusual in that the cruising boats would follow a pursuit race where the individual handicaps were calculated in advance and the boats began with the slowest first. The fastest boats began at the end and would try to catch up and theoretically everyone should cross the finish line at the same time.

The 10NM course was to be from the start up to "B" back to the pin, up to "B" again, over to "quick-flash" ("V") at the entrance to the seaplane channel and finally to the finish line. The finish line was to be at a distance from "V" that would make the course legs add up to the 10 mile total required.

The starts went off without a hitch as the breeze continued to freshen and go right. The upwind leg became almost a reach at times, but the wind would come back up as things heated up. The dolphins were out and about all over the course as the first boats reached the top mark. Special thanks

to Rick Rahm for keeping an eye out on the top of the course. The holiday weekend on the bay had more speed boats on the water than I remembered from previous years. The downwind leg had the fleet split on their jibes and saw the northern side initially favored if you could endure the chop.

The second upwind had condensed the fleet considerably and the rounding was closer than the previous as the reaching leg drag race kicked in. The long reacher was a hot one as the wind started to back and die a little. The sky was darkening as the late afternoon thunder storms were piling up. The eventual shade from the clouds was a much welcomed relief as was the new breeze. Some of the faster boats overtook the fleet as they made their way to "v".



After about 2 hours of racing, the lead boats made the rounding and were headed for the starting area while the finish line was located up wind. The VHF announcements about the location of the finish line went unheeded for some time, until the fastest boats started calling to find

us. The confusion cost some of the fastest boats dearly, and Hot Air III ended up being first across the finish line. The fleet got back just before the squalls began, and a "dark and stormy" late afternoon washed away the salt.

Sunday saw the first annual Goombay International Snipe Regatta after the One Design races were cancelled due to lack of entries. The day was salvaged at the 11th hour by the Snipe fleet who were unaware of the registration deadline, but wanted to race. Thanks to Kay and Ken Voss for getting the word out, and to Old Man for recruiting 3 boats of juniors to come out and compete against our world champion and Rolex Yachtsman of the Year.

The results by class are as follows:

PHRF 1	1st Place	Sazerzac	Gordon Ettie
	2nd Place	Pipe Dream	Tom Piper
	3rd Place	Sleeper	Malcolm Schwartz
	4th Place	Breeze	Val Safiullin
(The fastest boat around "v")			
PHRF 2	1st Place	Hot Air III	Dave Berg
	2nd Place	Tiburou	Art Perez
	3rd Place	Goombay	Dave Kurtz
PHRF 3	1st Place	African Prince	Rick Jurchow
	2nd Place	Russian Aroun	Dimitri Yolcovendke
	3rd Place	Stoked	Steven Stollman
PHRF 4	1st Place	Just Chillin	Steve Perry
	2nd Place	Opa's Dream	Ed Den Dooven
Sonar	1st Place	Sailing for life	Karen Mitchell
	2nd Place	Blew Bayou	Kerry Gruson
	3rd Place	Team Paradise	David Schroder



The course was a short 1/4 mile upwind/downwind with a light but steady 6 kts from the southeast. The breeze went right as the day wore on, and freshened slightly. We go in 5 races and the competition was fierce.

The starting line was jammed as is to be expected from this aggressive fleet. The starts were all clear with only a few exceptions, and no protests. After a little over 3 hours, the some of the fleet was ready for more races, but the holiday weekend fever won out. Two groups were awarded trophies, the juniors having had a close series needed to be recognized for the effort.



- 1st Place Augie Diaz and John Kehoe
- 2nd Place Gonzalo Crivello and Lynn Fitzpatrick
- 3rd Place Ernesto & Leandro Spira

Juniors

- 1st place Enrique Quintero & Fred Moffat
- 2nd Place Nick Voss & Andy Rahn
- 3rd Place Vincent Andrew & Alex Swerdloff

Many thanks to Ron & Dottie Rostorfer for organizing the race committee team and running the mark boat. The Signal boat crew did an outstanding job and I would like to thank Tricia Reeder and Meghan Doyle, Margo Currey, and Jo Ann Mathieu for making everything run so smoothly.

Have Fun & Sail Fast!

Wil Bourne



CGSC Holds 60th Annual Installation

A full house was on hand for the installation of officers for the 2005 - 2006 term. After welcoming the attendees, outgoing Commodore Jack Hamm recognized this year's officers and committee chairmen for an excellent year. Jack received a standing ovation for the many improvements implemented during his tenure.

Past Commodore Mike Weber presided over the installation formalities, removing the banners from the flagstaff by the outgoing officers and introduction and raising the banners by the new officers. This was followed by the Oath of Office by the new officers. Our new Commodore, Andrea Stringos greeted the group with her vision for the new year.

Dinner and toast were followed by dancing.



PC Mike Weber presides over installation formalities. L-R Mark Buller, Jack Hamm, David Kurtz and Andrea Stringos.



Outgoing Commodore Jack Hamm recognizes Club Manager Scott Salzberg.

Clair Hamm receives a bouquet. L-R Andrea Stringos, Vladimir Stroleny, Clair and Jack Hamm.



Incoming Commodore Andrea Stringos addresses the attendees.



Dancing followed the installation

Community Outreach

Learn to Swim/Learn to Sail at CGSC and Virrick Pool

The Woman's Club of Coconut Grove is preparing for its fifth year as the sponsor of the free Learn-to-Swim Program at the Virrick Park. This year our first session takes place on June 6th. These classes offer free swimming lessons for all children who live in Coconut Grove as well as a limited number of free adult swimming lessons.

"Learn-to-Swim" started in the summer of 2001 and has grown to include an aquatic fitness component paid for by the City. In 2003 the Coconut Grove Sailing Club added the innovative and USSA award winning "Learn-to-Sail" program which provides a chance to try out a pram in the pool at Virrick Park. It is quite a sight to see kids who have never sailed sitting in a pram in the pool – then tipping it and learning how to right the boat. All children who have successfully passed a swim test and then want to go forward and take sailing lessons are offered free sailing lessons at the Coconut Grove Sailing Club. This year, the free sailing program at the Coconut Grove Sailing Club will be augmented by a generous donation from the Coconut Grove Rotary Club.

The Learn-to-Swim Program has grown each year and so has the cost. The Woman's Club of Coconut Grove is grateful for the financial help we've received from The Negro Women's Club, The Coconut Grove Sailing Foundation, The Coconut Grove Sailing Club, The MacIntyre Foundation and The Cocoplum Women's Club.

We all look forward to another summer of swimming and sailing....

Thank you,
Lynn Lieberman
Woman's Club of Coconut Grove

RACE ANNOUNCEMENT!!

Announcing the FIRST ANNUAL CGSC Commodore's Cup Regatta. This is a CGSC members only "club championship" event for both PHRF and One-Design classes. The date is Saturday, July 16th. Three races are scheduled for PHRF/J-24 and One Design classes sailing under Portsmouth Handicap, while five races are scheduled for Junior Members sailing Lasers or Optis. Party and awards after the racing. Make plans to join us now!

The Commodore's Cup Notice of Race and Entry Form are available at the CGSC office or on line at www.cgsc.org. An Entry Form, with the appropriate fee, must be submitted in order to sail in the regatta.

Ron Rostorfer

Marine Council Report

First I would like to thank Jack Hamm and his staff for doing a wonderful job improving and perpetuating our club. Many projects were completed that were great additions to the club. The new docks and dinghy racks, basketball hoop and ping pong table, youth sailing programs as well as increasing our social memberships. The relationship with the city has improved and the club has become an active member of the city, serving the local residents. Thank you all.

The Marine Council has gone through a period of inactivity since the close of last year. Our President, Phil Everingham has been involved in the sale and reorganization of Merrill-Stevens and he has taken over other volunteer activities. But I am told that we will have our first meeting on June 29 to reorganize and get back on track with a new agenda for the rest of 2005. I will keep you informed of the results of that meeting and our future plans and goals.

I would like to conclude by saying hello to our new Commodore, Andrea Stringos and her staff. Many of you know and remember Andrea as a past Commodore of our club. I would like to welcome her, and thank her for serving again. We should all stand behind and with Andrea and her staff as they navigate the sometime rough waters ahead.

Rick Rahm

Note to BBYRA Racers

There are some minor changes in the BBYRA rules regarding the start / finish line which are posted on the BBYRA web site: www.bbyra.net to wit: BBYRA amends the 2005 Sailing Instructions as follows: **Page 13, SI23 - START and FINISH LINE RESTRICTIONS. FOR COURSES G & H ONLY**, boats shall not cross the start/finish line except when starting or finishing, and may not correct this error. This changes RRS 28.1. The start/finish line is an obstruction except when starting or finishing.

David Kurtz

SAFEKEEPING OF BOATS DURING HURRICANE SEASON

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

PREPARATION:

- 1) Keep adequate 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 LOOSE CHAFING GEAR secured.
- 2) Keep bottom and propeller clean. Explore the safe-haven sites BEFOREHAND.
- 3) Know how to perform all the steps and get early agreement with AT LEAST ONE FRIEND TO HELP YOU; this may involve favors of some kind, bribes or refreshments, but it is worth it.
- 4) Before or ASAP after a Hurricane Watch or Warning is announced by NOAA take the three (3) anchors aboard (lashed on deck is O.K.). Examples: 40# Danforth, 30# folding grapnel; 13# Guardian. Go to one of the following locations, and anchor far away from other boats - at least five (5) boat lengths. Place largest anchor to where strongest wind may come from, probably SE, and the other two 120 degrees on bow each side with 10:1 scope maximum; too much line allows boats to "sail at anchor", jerk madly and damage other boats. A dinghy and with extra hands is really helpful, but a swimmer with a float for the anchor can do it. Secure chafing gear in place and lash tiller/wheel 45 degrees off center to minimize sailing.

ANCHORAGE SPOTS AND HINTS:

- 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 near far end and out from the Rowing Club.
- 3 - No Name Harbor - Key Biscayne - Bill Baggs State Park
- 4 - Coral Gables Waterway mangroves: south past Four Way Channel and into the Waterway: take 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 the mangroves but afloat, walk an anchor(s) into the mangroves, then angle stern anchors to position the boat and hold it out from the mangroves in case of surge. Note: These canals are scoured by tidal current and offer POOR HOLDING. A heavy kelleet on the stern lines is helpful.

- 5) Minimize windage: Remove biminis, sails and dorades; lower boom. Lash tiller/wheel 45 degrees off center.
- 6) It is a motor trip, so check packing flange for drip afterwards and adjust if necessary. 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 boat often in succeeding days and notify others if their boats are NOT O.K.

Cooperation helps keep boats safe and minimizes problems. Call someone to share a motorized dinghy, and someone with a van or truck for pick-up near the Miami Yacht Club, Watson Island boat ramp (parking fee \$8/day), Rowing Club, No Name Harbor or Gables Waterway: Cocoplum Blvd. Also, read the CGSC Manager's e-mails for launch service to sights. "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 thing; anybody can be a part. Get in touch with others going to the same place, a hand-held VHF or cell phone helps. Good Luck to us all!!! wlb

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And City of Miami Employees

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Jan 1 through Dec 31, 2005

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or call the office at 305-444-4571

CGSC History Column

July 1977, 28 years ago

Rick Preston took on Treasurer Chair; John Brennan was Rear Commodore, Jim Weber, Vice Commodore, Mark Rubin as Commodore, and Carol Dawson as Secretary.

CGSC hosted the "Hunter Club," for owners and Captains of Hunter sailboats.

The CGSC Seagulls had a cookout.

The Sunburn Regatta took place the weekend before the Miami to Key Largo Race. And July 4th was on a Monday, same as this year. CGSC hosted a picnic on the lawn for the holiday. What are you doing this year? Joining us at the 4th of July Rendezvous? Contact Janice Pruet for details to join in.

CGSC Pram Team was headed to Yugoslavia for racing in the Pram World Championship.

CGSC hosted the 1977 United States One Design Association Nationals. CGSC has 34 skippers competing. The Red, Blue, and White Fleet competed in their own back yard and received the honor to be given a perpetual trophy from Dick Russell. The trophy now is the symbol of the US National Team Champions for Prams.

July 1981, 24 years ago

Commodore Rick Preston was incoming, and John Brennan became Past Commodore. Secretary was Bill Beavers, Mike Weber was running the Pram Program, and Future Development was directed by Fred Hutchinson, which also held the Chamber of Commerce Chair position.

The club was having meetings to plan the Bahamas Cruising trip. We just did that last month. Bill Beavers was with us and it quoted, "It is the biggest turn out since WWII!" Look within the newsletter for some tasty tales and pictures.

Fay Regan wrote a story in the CHANNEL with photos regarding the DEMOLITION DERBY that took place. "Twenty four hours notice is all it took to get the Demolition Derby going in preparation for our new [present] clubhouse. Race Committee Chair Sid Doren, was foreman of this mighty crew, and he manhandled his trusty backhoe to rounds of cheers as 'the walls came tumbling down!'" The present clubhouse as your enjoy is the result of the 1981 membership hard work and dedication to CGSC. Thank you! The dedication continues....

Sailor's Slang from 1981:

GREEN RUB: Undeserved rebuke.

GUNNEL'S UNDER: Overloaded with work

EAT THE WIND: Take an opponent's wind

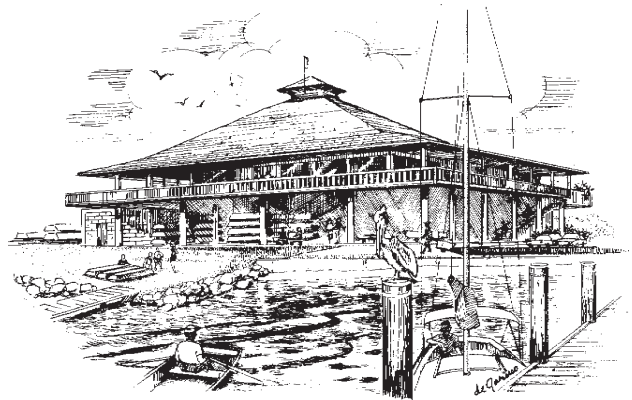
July 1983, 22 years ago....

Charlie Rahn, you know him from around the club today, won a trophy in the Southeastern United States Regional Sunfish Sailing Championship, hosted by CGSC. Fourteen trophies were passed out to CGSC Members. Charlie was racing boats at CGSC, dreaming of days on Biscayne Bay. Charlie is now a very successful Naval Architect, and still enjoys the Club today as a Volunteer Chairperson. Thank you for giving back to CGSC.

Joe Logan (now addressed as a professional "Captain," and lecturer of our recent Bimini, Bahamas trip-with Captain Jennifer Wirth) was winning sailing trophies with the 1983 United States National Optimist Dinghy Team. Joe grew up at CGSC since he was able to drive a boat. Joe gives much credit to CGSC for his personal education and professional accreditations. Thank you, Joe (and Jennifer) for giving so much back to your Club.

CGSC is a great place to bring kids and teach them to sail look where past children members are going today! Naval architects, Captains, and professional educators are amongst the membership resulting from childhood racing days.

*Compiled by Cathy Buller,
Out Reach Chair*



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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. You may also remember the Foundation in your estate planning.

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

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6. Because he knows his business as well as you know yours.
7. Because he knows the IRS agents as well as you know the bartenders at the Taurus.
8. He actually enjoys preparing taxes -- do you?
9. Let him worry about your taxes -- his hair is already grey.
10. All the other accountants in town are powerboaters.

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CLASSIFIEDS

Month 1

FOR SALE 12.5 FOOT ACHILLES INFLATABLE DINGHY, well maintained, with oars, max. 25 HP, bags for dinghy and boards. Large and good for diving. \$399. Call 305 385 5161.

GLOBALSTAR 1600 Mobile Satellite Phone complete with charger, hard plastic case and pouch. Simply activate it and call/talk from and to anywhere: mid-Atlantic, Iraq, etc. \$399 or will match price. Call 305.546.6727.

For Sale 1978 - 28ft Cape Dory Sailboat w/ 2004 18 HP Yanmar diesel engine under warranty (50 hrs) - totally renovated including all electronics & all electrical- full sail inventory- moored at CGSC- underpriced at \$19,900- Nothing Spared- **WON'T LAST**- Call Marc Pechter (954) 384-6500 or (954) 873-6800 (cell)

For Sale - Achilles SPD4AD (11'6") Inflatable. Wooden floor; new -used 3 weeks. Reconditioned 8-25-04 has been in air/cond. storage. Fiberglass transom. \$450.00 To big for my boat. Contact Hugh Padrick at 305-598-3496.

Laser Radial for Sale. 2002 Model with a blue stripe - Sail Number 176226. It comes with the upgraded Harken vang, cunningham and outhaul, new top cover, 2 Radial sails, Seitech dolly, almost new mast upper on lower sections (2 months old). This is a dry boat in great shape. Asking \$3,200.00. If interested, please call David Hernandez at (305) 271-0148 home or (305) 951-2660 cell or email at davidsails@bellsouth.net.

Month 2

1967 Morgan 24/25, s/v White Cloud, refitted in mid-1990's. Well-equipped with Honda 9.9 4-stroke. Located Dinner Key Marina. \$6,990 - also, Honda 2HP 4 stroke, light usage, \$365 (50% off retail) and Yamaha EF1000 Portable generator. 1,000 watts. 6 hrs w/out refueling. Extensively used, but has always performed well \$395. contact Will @ 305-322-5011

1979 Endeavour 32, JEM. Well maintained and well equipped Coast Guard documented vessel, 4.2 modified full keel draft, perfect for Biscayne Bay or cruising to the Bahamas. Enclosed shower/head w/hot water, 18hp Yanmar Diesel, roller furler genoa, custom cockpit cushions, full cabin screening, VHF, instruments, Am/FM Cassette, TV, Alcohol Stove, Force 10 Bar B Q and much more. Ready to sail. Asking \$22,000 or Best Offer. Owner moving up. Call 305 972-8398 .

For Sale: 1984 30ft. Islander Sailboat "Escape". Yanmar diesel engine, autohelm, GPS. Bottom painted January 2005. Ready to sail. On a mooring at Coconut Grove Sailing Club. Priced to sell as I have moved. \$7,500. Contact Jack McCutchen at 904-471-2255 or at jmccutchen@se.rr.com.

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 .

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

Kitchen Hours



Thursday

11:00am – 8:00pm

Friday & Saturday

11:00am- 9:00pm

Sunday

11:00am – 8:00pm

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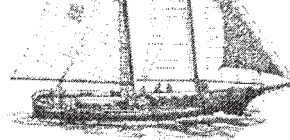
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Laser News

Thanks to Sloan Davant (Kim's mom), following is her recap of this past weekend's Palm Beach Regatta: Those who participated in the Palm Beach Regatta had a wonderful time. On Saturday, there was ocean racing with winds of 10-15 knots, with a fleet of 24 between the laser classes, sunfish and megabytes. The swells were a bit steep, but the racers enjoyed it. On Sunday, the racers voted for an inside course, which turned out to be a great move. The racing started off slow, with a squall causing the wind to stop dead, forcing an abandonment. Then the wind picked up a little reaching about 10 knots by the end of racing. They got off four races on Saturday and three

on Sunday. For those who stayed Saturday night, the Luau was hit for the kids and parents alike. Final results will be posted at pbsail.org very soon (Sloan also provided the attached regatta results while we wait for the web to be updated - thanks again Sloan).



Jose Hernandez

Recent Result

Palm Beach Regatta OPTI Green Results May 14-15, 2005

Sail#	Name	Fleet
16905	Jamie Ramon	CGSC
213844	James Leahy	LYC
310305	Damon Collada	Martin
4465	Megan Place	LYC
512	Dana Collada	Martin County
68133	Kelsey deLisser	CGYC
72427	Gabrielle MagidEpping	Forest
810110	Jessica Fields	PBSC
913821	McCoy Berger	LYC
108	Kelsey McKee	Martin

Palm Beach Regatta 2005

Palm Beach Sailing Club

May 14-15 2005

Laser Full Class Series Summary

Sail #	Skipper	From
11811163	Ken Tarboton	Royal Turkey YC
2173221	Skip CanfieldEpping	Forest Yacht Club
3180501	Luke Lawrence	CGSC
4138970	Chuck Cairnes	PBSC
5181710	John McNally	PBSC
6164308	Michelle Davis	Coconut Grove
7170646	David Hartman	VBSC

Laser 4.7 Class

Place	Skipper	Fleet
1	David Harrison	CGSC
2	AJ McGlannon	CGSC
3	Arielle deLisser	CGSC