



October 2005

TRANSPAC '05 - "THE POWER AND THE GLORY"

- Latitude 38 magazine
by Ron Rostorfer

Editor note: CGSC's Race Committee Co-Chair, Ron Rostorfer, shares his adventure of crewing in the 2005 Transpac Race.

The Centennial TransPac 2005 was good as a distance yacht race, but it was incredible as a spectacle! It was the 100th anniversary of the 2,225 mile race from Los Angeles to Honolulu, the second largest fleet in history (75), the fastest boats ever, and the final TransPac for long-time competitor and record holder Roy Disney, now age 75.

THE SEND-OFF. The weather briefing at the Skippers Meeting was given by Stan Honey, navigator on Disney's MaxZ86 Pyewacket, probably the most highly regarded navigator in the fleet. He mentioned that the Pacific high was weak, but speculated

that a course closer to the rhumb line with slow going for a day or so might be better than sailing extra distance south to avoid the lighter air.

The cruising classes and smaller racing boats, started July 11th, six days before the big boats of Division 1 and 2 on the 17th, with another start for Divisions 3 and 4 on the 15th. The harbor start ceremonies for the big boats included speeches by the Mayors of Long Beach and Honolulu, the blessing of the fleet, a drum band performance and outrigger canoes paddling past the large crowd that attended. As each boat made its way out of the harbor, it was



John Fuller S26

Pyewacket surfing in an earlier race. One reason to buy a MaxZ86!





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COMMODORE'S REPORT

The Effect of Hurricane Katrina on the Coconut Grove Sailing Club

The board met in an emergency meeting open to all members on Thursday, September 1st, to discuss the effect of Hurricane Katrina on the CGSC. The clubhouse and the premises had only minor damage. However, the moorings field has incurred substantial damage. Most of the moorings have dragged, either from having a boat on it, or from getting entangled with another mooring. Bear in mind that even though your mooring may seem to be in the same place, it is probably not; and in fact, it may be somebody else's mooring that has dragged to your position.



Since the moorings are customized to individual boats, staying on different moorings can be dangerous to your boat and to other people's boats. Each mooring is assigned to a boat based on the particular weight, depth and length of each boat. Hence every mooring has to be examined to make sure it is indeed the correct mooring and that it is not damaged. All the attachments and pennants must be examined. Most of the pennants we have seen need to be replaced (pennants are the responsibility of the owner).

The CGSC is a club, not a commercial marina. We are bound by rules of fellowship and strive to be the best sailors we can be. We keep mooring fees low since we know we can rely on the volunteerism of our members and the good seamanship of our sailors to make the moorings affordable to our members. Club members are now reviewing the mooring agreement and developing a plan to help educate our members on their need for good seamanship and the responsibility each member has to evacuate his or her boat in the face of a hurricane. The CGSC will not tolerate members who fail to take all reasonable precautions in a storm, including but not limited to properly mooring your boat, i.e. removing it from its CGSC mooring and taking it to a safe anchorage. If you as a member are not able or willing to move your boat prior to a hurricane, upon advance request of the club staff and officers, then we kindly request that you find another boat storage facility.

I regret to inform you that many club members did not evacuate from the CGSC moorings field despite the advance warning given by club staff and officers, and that a number of boats broke loose from their moorings, causing damage to boats and property. Consequently, the club is faced with very high repair costs. We thank those members who attended the emergency board meeting and apologized for their failure to evacuate, and courteously offered to pay damages. After discussion at the emergency board meeting, the board has voted to impose a flat \$1,000 assessment on all boats that did not evacuate as requested.

The club is working full-time to repair the mooring field. During this repair time you may be requested to move your boat from the mooring field in order for work to progress. You will be notified when you can return to a mooring as soon as possible. Priority will be given to members who moved their boats. Upon restoration, you may also be reassigned to a different mooring. Please note that the club has the right to move boats off moorings that are deemed unsafe.

Some options for moving your boat include Dinner Key Marina, Crandon Marina at Key Biscayne, Rickenbacker marina in Key Biscayne and Black Point Marina. Please direct any questions you may have about the mooring field repair to the Moorings Committee, composed of Bill Beavers, Vladimir Stroleny, David Kurtz, Marc Buller, Phil Kellet, Janice Pruitt, Stefan Krumbiegel, Jack Hamm, Reggie Nicholson and Deborah Mitchell.

We thank you for your cooperation during this difficult recovery time.

Andrea Stringos
 Commodore

(Transpac continued from 1)

announced on the PA system including the names of all the crew.

Racing in Division 2 was Renegade, an Andrews 70 from Vancouver, and I was fortunate to have a berth. Renegade was built in 1993, and was more of a "mini-maxi" than a true downwind sled. In addition, the newer boats were all lighter. So, for us to compete effectively, we needed relatively windy trade wind type conditions because the true sleds surf at lower wind speeds than we could. In addition, most had professional crews, while Renegade's amateur crew averaged over age 50!

The race starts off Point Fermin, CA just a few miles from the harbor. The only mark of the course leaves Catalina Island to port about 20 miles out. As is typical, the big boats started on a starboard tack fetch to Catalina. I was our timer for the start, so saw little besides the watch dial. We took the transoms of MaxZ86's Morning Glory and Pyewacket, and hardened up toward the pin as I counted "10-9-8-..." We were on the line at the gun, and it was a relief to hear "all clear" on the Race Committee VHF channel, which I promptly relayed to the crew. The Long Beach newspaper reported that Renegade won the start. Unfortunately, that's all we won!

As the race progresses, the wind begins to move aft with the influence of the Pacific high. You go from genoa to blast reacher, and then to asymmetrical spinnaker. This was my second TransPac, and we have yet to tack!

ONBOARD RENEGADE. The 14 of us were split into two 6-man watches, while the skipper and navigator floated. Typically, the six jobs were

helmsman, a helm "coach," main trimmer, spinnaker trimmer, grinder and foredeck. Most of my time was spent coaching, steering and spinnaker trimming.

We were able to set a spinnaker on about the third day, but by then the high had formed a ridge across the path of most of the fleet. Instead of bright, sunny days with strong trade winds, we had day after day of 12-20 knots and 100% overcast. Usually, there are squalls every other night or so with the wind going from about 20 knots to 35. We never had a one. Finally, in the last two days we got what we came for. Renegade went 23 knots, but not soon enough or long enough to stay with the pros. We rounded up a few times but never broached. The first sight of the islands was very exciting. Then, you surf along the north coast of Molokai, gybe, cross the channel to Oahu, pass Makapuu Point, Koko Head, the majestic



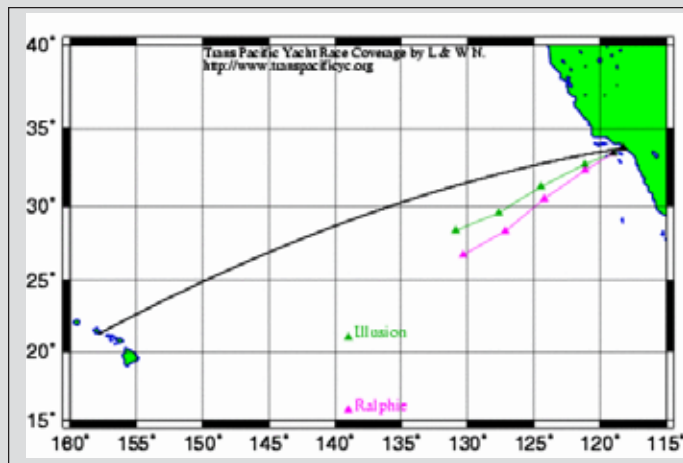
Far far finish



Transpac Illusion finish

Diamond Head and cross the finish line in gathering darkness, with the lights of Honolulu to starboard. It's over.

AND THE WINNERS ARE. The big story was that five boats broke the old record of 7 days, 11 hours. All these boats were 86 feet or longer, except one at 80 feet. The new record holder is the 86 foot Morning Glory with a time of 6 days, 16 hours. Morning Glory was the only boat listing two navigators – one for each watch. Rumor has it they sailed very aggressively – gybing on 5 degree lifts! The overall winner was the



TransPac 52 Rosebud, narrowly edging another TP52, Pegasus 52. However, the real story was of the old Cal 40 Ralphie. She led the Cal 40s after the first day, but then sailed the southernmost route in the Cal 40 fleet, giving up precious distance and dropping to 4th in the daily standings. However,

(continued on 4)

Vice Commodore's Report

Well, this one got us. Hurricane Katrina tore up the mooring field due to the 80 boat owners that did not take the hurricane seriously. Boats that broke loose or dragged their mooring damaged other boats and or ended up on the rocks at Seminole boat ramp. There are still 12 moorings that are not accounted for. Kudos to those who moved their boats!

The floating docks have been donated to Key West Sailing Club, and in return they have offered, free of charge to members of the Sailing Club, use of their boats at any time they are available. Sounds like a great opportunity to get out of town and enjoy Key West. Thanks, KWSC!

Projects that have been completed, or are in the progress are:

- Remaining floating docks removed from the strip
- New Yamaha 90 hp engines installed on Makos 1 and 2
- Four club-owned Flying Scots being repaired
- Upgrade two computers in office, completion date early October
- Revamp meeting room

- Redesigned Web site on line September 21
- Minor repairs to the docks from the hurricane

Please visit the new and improved web site. See information sent in your statement.

The hurricane has stressed us all, and we might not realize our comments could be a little harsh towards fellow members. Say "Hi!" to members and guests at the club, and realize that they too went through the stress of Katrina. Sit down and have a beverage with someone you have not spoken to in a while, relax and enjoy!

Calm winds,

*David Hurtz,
Vice Commodore*



(Transpac from page 3)

she avoided the ridge and won the Cal 40 class by 10 hours over the all woman crew of Illusion. Even more impressive was Ralphie's 4th place finish overall, beating all of the Division 1 boats that were 72 feet or more.

The Honolulu reception for the fleet is famous. Each arriving yacht is announced on the PA system at Hawaii YC, including names of all the crew. All boats have a local host organization. The hosts have a party ready at the dock when you get there even if it's three in the morning! Renegade finished in nine and a half days – a day longer than anticipated – about 10 pm; and the party was on! Then, on successive nights are parties at Hawaii YC, Waikiki YC, the awards banquet (1,000 attended), and Kaneohe YC. Wow! All in all it was a good race and a great experience.

INCREDIBLE TRANSPAC FACTS. 1. The shrouds on the newest, biggest boats are aramid fiber! 2. On the top boats, every time a spinnaker is set, the bowman is sent up the mast to attach a strop to the head of the chute so they can ease the halyard and avoid wear (we wore through our halyard covers three times). When they want to douse, they re-tension the halyard and a mechanism unclips the strop shackle. 3. When these boats broach in a

squall, they can lay on their sides with the leeward cockpit winches awash for 15 minutes or so until the squall passes. 4. The TransPac handicap formula is a secret! Designers, etc. can "game it" by sending in a set of specs with a big check and get a rating – then adjust the specs and get another rating, but the actual formula is not known to the competitors.



Renegade Dottie start.



"Ron is third from right, on bottom row."

Rear Commodore's Report

I'm happy to report the sailing programs are going well. Britt recently had a BBQ for the Green Fleet and had a nice showing. The next day's first practice was well attended and many of the kids show promise. I'm also happy to learn that many were from the summer camp. Britt continues to coordinate the sailing programs and looks for ways to expand them. Please see her report in this issue.

By the time this gets to you, the Club's Annual One Design regatta will be in the books, but the PHRF Regatta is right around the corner. Please join us on October 22nd. If you can

not race, come out and help the race committee or be a spectator. This time of the year usually brings great weather and fresh breezes.

I hope to see you on the water.

*Marc Buller,
Rear Commodore*



Treasurer's Report

Hurricane Katrina certainly has thrown a monkey wrench into the club's budget for this year. Most of the club's damage was to the mooring field. Mooring fees comprise 40% of the club's income. It will take several months of hard work and expense to restore the field.

The 91 boats that did not evacuate dragged their moorings which, because of the close proximity, affected all 230+ moorings in the field. Most of the moorings will have to be repositioned. The nonevacuated moorings will have to be carefully examined for stress damage for the 90 mph winds of Katrina. Damaged mooring must be repaired and new moorings will have to be made for those which cannot be recovered.

This is a great expense for the club. There is the cost of

mooring supplies and equipment, gasoline, air tanks, extra dive gear. The largest expense is labor. It takes an average of 4 hours to reposition a mooring using 2 to 3 employees/divers.

The \$1,000 assessment for members who did not evacuate their boats is to help the club defray some of the above costs. We will keep an accurate accounting of these costs.

Let's hope that the two alligators in the basin do not delay us too much.

See you on the bay,

Jo-An Piszewy, Treasurer

Secretary's Report

Well, September has been a very emotionally draining month. We all got caught off guard with the arrival of Hurricane Katrina. It brought so much more weather than anyone anticipated. And then it hit New Orleans and for those of us that endured ANDREW, we could see similar scenes in Mississippi and Alabama. New Orleans, on the other hand was another story. The type of devastation that I never thought we would see here in the USA. I found that I had to limit my exposure to continuous media coverage. It was so all consuming and tragic. Back home, CGSC found itself in the media, being portrayed as the culprit of all the damage to the City docks and Dinner Key Marina. This is such an unfortunate and untimely event. Our Club was always founded on principles and rules regarding approaching storms. It was always the owner's responsibility and duty to find safe harbor away from the Club. The moorings at CGSC were never intended to withstand hurricane winds. Each boat owner was to protect their own vessels and in doing so they also protected the Club property and mooring field by not being there during

a storm. We all regret the result of Katrina and the Board worked very hard to develop an action plan which would address the City's concerns and at the same time recognize those members who moved their boats and those who did not. The action was not arrived at easily and for those who were there at the meeting, they can attest to that. As a Club we each have responsibilities to the Club and its members. We can not look at what was done in the past, but look to this situation and beyond. The boat owners who did not move their vessels this time or in the past were always violating the rules and regulations of our Club. Regrettably, some members are seeing this as an unfair assessment. My hope is that we can rise above this and be a better club in the future.

Mary Casace, Secretary



CGSC Evacuation Policy and Safety of Moorings

A Statement on the CGSC Evacuation Policy and Safety of Moorings

1. CGSC has long recognized the need to upgrade its moorings to a "screw-down" system. We investigated and received quotes for a "screw-down" mooring system in the late '90's, then estimated at approximately \$1,000 per mooring or a total of about a quarter-million dollars for our 200+ mooring field. Despite the hefty cost, we included the installation of screw-down moorings in our lease renewal proposal to the City in May 2001, stating that we would raise the money and accomplish the project. We repeated that offer in 2003. But since the club is a month-to-month tenant we certainly cannot justify a quarter-million dollar capital investment. The CGSC would be happy to install screw-down moorings at our own cost as a condition of a long term lease.

2. Even if we had gone to a "screw-down" mooring system, there are no guarantees during a hurricane. Even screw-down moorings will fail given sufficient wind. Please note that 50% of the screw-down mooring system failed in Stuart, Fl. last year due to outside boats that broke loose and crashed into the properly moored boats. Our policy has always been, and remains, that the moorings are not safe hurricane anchorages, screw-down or not. Accordingly, we require that our members remove their boats from the moorings whenever a hurricane approaches.

3. Our ability to enforce that policy, however, has been severely limited since the Florida legislature enacted Fla. Stat. s. 327.59 ("After June 1, 1994, marinas may not adopt, maintain, or enforce policies pertaining to evacuation of vessels which require vessels to be removed from marinas following the issuance of a hurricane watch or warning . . ."). The City would have been in no better position to force moored boats to evacuate than we were.

4. In keeping with our policy, the vast majority of our members did in fact evacuate the moorings. Unfortunately, some did remain, perhaps lulled into complacency by the same news reports ("it's going north"; "it's going to be a rain event, not a wind event") that lulled most of the rest of the County into complacency.

5. In addition to the club member boats that remained on their moorings, about seven non-member boats sought shelter inside our mooring area. Some of these non-member boats broke loose during the storm and crashed into properly moored boats, thus overloading the moorings and causing some failures.

6. It should be noted that most of the member boats that remained on their moorings (even though they are not screw-

downs and even though the boats should have evacuated) remained securely moored throughout the storm.

7. Bottom line: Hurricane-proof mooring systems are not possible. The best approach is to evacuate mooring fields in the face of an approaching hurricane. Unfortunately, as a matter of Florida law, it is not possible to force people to leave moorings once a watch or warning has been posted. None of these facts would change regardless of whether CGSC or the City was in charge of our mooring field.

8. At this point a letter has been sent to club members stating that we will not tolerate members who do not show good seamanship by evacuating. We will assess boaters who did not evacuate \$1,000 to cover damages. We will increase our education efforts to make sure boaters understand the necessity to evacuate.

We will also terminate club privileges for those boaters who refuse to evacuate, thus terminating their mooring agreement.

Andrea Stringos,
Commodore

*Photos by
Deborah Mitchell*



2005 (47th Annual) FLORIDA STATE SNIPE JUNIOR CHAMPIONSHIP.
September 10-11. Hosted by the Coconut Grove Sailing Club and the Miami Snipe Fleet # 7.



REPORT AND RESULTS:

by Gobzalo Diaz, Sr.

Enrique Quintero and Sheehan Commette won the Florida State Snipe Junior Championship with 9.5 points. Just 0.25 points less than Alex Sachs in second place. That is for sure a very close finish. The race committee ran 4 races on Saturday, but we had no races on Sunday because of no wind. Races on Saturday were excellent with Southeast winds 8 to 12. The Trade Winds kicked in for Saturday in spite of a forecast for Northeasterly winds, but the Trade Winds were very late for the Sunday races.

The Florida State Snipe Junior Championship started in 1957. Ken Lippincot Jr. won the Regatta that year. Tommy Bremen, Augie Diaz, Pam Kelly, Pat Downey and Eric Stibitz have also won this Regatta in the past. The Perpetual trophy donated by Florida Power & Light is already engraved with those names and many others.

We had 3 "all junior" crews and 4 sailing with the owner of the boat as a crew. An "all junior" crew won the regatta! Year after year it's being proven that we have a successful format for this regatta with the combination of juniors skippering and some adults (boat owners) crewing. It works real well and allows us tremendous flexibility and safety in case of bad weather.

Big thanks to the Coconut Grove S. C. Race Committee! They did an excellent job led by Ron Rostorfer as the PRO and ably helped by: Charley Branning, Tricia Reeder, Susan Schultz, Julia McGlannan, Al Chapin, Dottie Rostorfer, Bruce Schneider, Paul Kellett, Carl Opdyke and Jeanne Bunten.



Enrique Quintero and Sheehan Commette receiving the FIRST PLACE trophy from Ron Rostorfer.

REGATTA RESULTS:

| Place | sail # | Skipper and crew (if a Jr.) |
|-------|--------|-----------------------------------|
| 1 | 28810 | Enrique Quintero/Sheehan Commette |
| 2 | 29963 | Alex Sachs |
| 3 | 30089 | Dominique Wright |
| 4 | 28814 | Nick Voss/Andy Rahn |
| 5 | 29511 | A.J. McGlannan |
| 6 | 28812 | Vincent Andrews/Alex Swerdloff |
| 7 | 30236 | Sean Moynahan |



Group photo of Junior skippers and crews.

Laser Sailing

Treasure Coast Laser Series Regatta - Martin County – August 20, 2005

The US Sailing Center in Martin County hosted the one day Treasure Coast Laser Series Regatta (# 2) on Saturday, August 20. A total of 45 Laser Sailors (33 Full Rigs, 9 Radials and 3 Laser 4.7s) participated in the event. The weather was perfect, with sunny skies, no storms or rain, and a nice breeze. Congratulations to all those that participated in the event. Full Regatta results can be found on their web site at <http://www.usscmc.org/regattas/>. All the Lasers (Full, Radial and 4.7) raced together on one course with one start, using scoring similar to Opti RWB. Everyone was scored together and the order of finish within each fleet was based on overall scores.

Top 3 Laser Full Rigs

- 1 David Hernandez
- 2 Zeke Horowitz
- 3 Ernesto Rodriguez

Top 3 Laser Radials

- 1 Sarah Lihan
- 2 Alaina Bussell
- 3 Zack Kelchner

Top 3 Laser 4.7s

- 1 Laura Hernandez
- 2 TJ Merker
- 3 Catie Skipp



SAISA Cressy Qualifiers (High School Singlehanded Sailors) – September 10-11, 2005



The Clearwater Yacht Club hosted the SAISA Cressy Qualifiers at the Clearwater Community Sailing Center, with the races being held in the Gulf of Mexico. With chamber of commerce weather and a sea breeze that filled in both days promptly at noon the sailing conditions were excellent for the short course configuration favored by the ISSA. A total of forty competitors from 30 different schools competed this year, which is a marked increase over this event in 2004.

The first two races each day were started with northerly breeze of 7-8 knots. On Saturday, the race committee was able to signal a rapid course change as the sea breeze increased to 12 knots and banged left 30 degrees. For the rest of Saturday day the oscillations were no more than 5 degrees and the wind velocity gradually increased to 15 knots. The Full Rigs completed 10 races and the Radials 9 races before everyone returned to shore tired, but having enjoyed some very close racing.

Sunday started similarly, but the sea breeze was cooperative enough to arrive while the competitors were eating lunch. The race course was quickly reoriented and racing continued in 12-14 knots from the northwest. By 1500 when the race committee had completed a total of 15 races for the Full Rigs and 14 for the Radials the competitors and RC sailed back to





the Clearwater Sailing Center where the provisional results were posted. The timing worked well and the awards were ready to be presented at the conclusion of the protest time.

Congratulations to all the competitors. The top 3 sailors in each fleet are invited to represent the SAISA District at the Cressy Nationals being held this year at the Waikiki Yacht Club in Honolulu, HI over Thanksgiving weekend. Special congrats to David Hernandez (1st place Radials) and Sarah Lihan (3rd place Radials) from our Laser group for their results at this event!!! Full results and some photos are posted on the Clearwater Yacht Club's web site at <http://www.clwyc.org/CressyQualifiers05/>.

BBYRA

As a reminder, BBYRA now includes Lasers in their one-design line-up. The BBYRA One-design Fall Schedule starts on Sunday, September 25. So come on out and join the fun. Details can be found on their web site at www.bbyra.net.

Jose Hernandez



UPCOMING EVENTS:

MOVIE NIGHT on Wednesday, October 12th, 7 PM. TRANSPAC - a century across the Pacific. The 100 year drama of the Transpacific Yacht Race, produced by Roy Disney and Leslie DeMeuse.



A great sailing video - very entertaining, as you would expect from Disney. (One hour and 50 minutes.)

LINE DANCE LESSONS on "REDNECK YACHT CLUB NIGHTS", the first Thursday night of the month from 7 to 8 pm. Looking for some fun and exercise? Join Karen Young for an hour of fun. Time and date are subject to change, so call the club bar at 305 444 4571 extension 15 to confirm.



AUGIE DIAZ NIGHT on Social night, Tuesday, October 18th 7:30 PM. Come out and honor two time Snipe Class World Champion, Augie Diaz.

IT'S A HALLOWEEN PARTY

Friday, October 28th is our Halloween Party 7:30 PM. Come dressed as your favorite sea character and compete for prizes. There will be



musical entertainment and food. Call the club for more info. or look for flyers around the club.



JOIN THE ENTERTAINMENT COMMITTEE. Anyone with creativity is welcomed to join the entertainment committee and help decorate for events. Call Karen Ryan-Young at 305-856-1653.

CRUISING AND RENDEZVOUS

August and September bring the height of the hurricane season. While we were fortunate that hurricane Katrina only gave us a glancing blow, the people of New Orleans were not so lucky. We hope that all those caught in that disaster are at last beginning to see the help that has been long overdue. Our hearts go out to those still suffering and in need of help.

Prior to our own rendezvous with hurricane Katrina, we organized a full moon raft-up at Nixon's in late August. While this rendezvous happened on relatively short notice it was well attended. In total we had 8 boats that joined us for a wonderful evening of swimming and dining. Sailing with us aboard Effortless were Joann and Pepper. Joining us at the anchorage were Steve Neumeyer along with Marty and friend, aboard Island Dream, Adrienne Peters along with friends Rick, Nancy and Lisa aboard their boat Sirocco, Ronnie Romero and his wife, Silvia and Ed aboard his J boat, Randy Clee aboard his new boat Dutch Treat and Joanne Pszenny aboard Dona Pituca. Paul Lombardi aboard Maria V cruised by on his way home from an afternoon at Nixon's and Nick Marten anchored nearby on Namaste. Contrary to one previous experience we had at Nixon's, the wind held throughout the night and there were no mosquitoes. While most boats chose to head home that evening we spent the night at Nixon's and had a wonderful sail south into the Bay before heading home on Sunday. It was a nice mix of racers, cruisers and social members.

While we often plan rendezvous' that involve travel to more distant locations, Nixon's offers a short sail and safe anchorage for a quick and easy overnight trip. If you have not tried it, or want to try – out cruising, keep it in mind – especially as cooler weather begins to arrive. We may try these spur of the moment trips in the future – so keep a lookout for flyers or emails announcing them at the club.

The annual Labor Day

Rendezvous to Pumpkin Key was not cancelled this year as it was in 2004 due to hurricane Frances. Although we were not able to attend (Miami / FSU football game), Will and Gail aboard Sweet Lime and Philippe and friends aboard Good Times headed south across the Bay. With somewhat "iffy"

weather, both ended up staying at Elliott Key. Although "short-handed" this year, this is a rendezvous that we count on to "kick-off" the season.

As we mentioned in our previous article, we are in the early stages of planning a rendezvous to the Abacos for early next summer. Dates remain to be decided, but it looks like either Memorial Day or mid-June for a start date. Two weeks will be the minimum for this trip so plan ahead. Let us

know if you are interested as we will begin having planning meetings this fall (jbpmm@aol.com) / 305 – 441-2733. We are also considering renting a house – as Claire and Jack Hamm did last year. So those who would like to fly instead of sail can join us with a shore-side base.

Upcoming events include a sail around Key Biscayne to the wreck of the Half Moon – a two-masted 366 ton schooner yacht that was built in Germany in 1908. Used as a floating saloon, it was sunk in the early 1930's in shallow water near red marker "2" just north of Bear Cut. The plan is an early morning sail and snorkeling on the wreck, and weather permitting, an evening raft-up at Marine Stadium or the Miami Yacht Club. Let us know if you are interested and we will add

you to our email contact list, if you are not already included. For those of you that need to brush up on your anchoring skills for hurricane warnings, this will be a good opportunity to practice.

A Biscayne Bay favorite, the Columbus Day regatta, to be held on October 8 and 9, allows racers and cruisers an opportunity to compete or





just sail and take in the highlights of a good party. Last year Alyn and I raced for the first time, entering in the family class. We



had a great time watching the beautiful "real" racing boats with their precision teams criss-cross through the bay. After the first day of racing, we rendezvoused with members from CGSC, dinghied through the revelers then returned to our boat to take in the sights. We raced back on Sunday finishing fifth in our class. We hope that you will join us again this year for this exciting and fun event.



Janice Pruett



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Summer Youth Sailing

After School Programs

Ransom Middle School

The club has started our after school programs once again this school year. We have Ransom Middle on Mondays and Thursdays from September through December. This program is a club that teaches kids the basics of sailing and kayaking. The kids by the end of the year should be able to crew for the 420 team at ransom when the move up into the Upper school. The kids are taught in the clear water Prams, and some in the Optimists. This is a great way to introduce the kids to the world of sailing in a safe and fun environment. The kids also will get to crew in the 420's at the upper school through out the year. Last month we took the swim test and the capsized drill, (usually every kid's favorite activity), learned the parts of the boat, wind direction, sailing circle rigging /de-rigging not with out for getting tacking and gibing around marks.

St. Stephen's Episcopal Day School

This program also started up last month and will be held every Wednesday from September through November. The class is a mixture of 1 & 2nd graders. They also were taught the basics of sailing along with sailing terminology. These kids use the Access Dinghies, and Prams. We also went kayaking on no wind days and explored the anchorage. This program will grow with the year ahead. We are also planning on taking a couple trips out on keelboats.

Learn to Sail Class –Weekend

We have started with our learn to sail classes on weekends for kids ages 8-13. The club had to reschedule due to Hurricane Katrina, but we are in full swing again. Classes are broken down into three classes for three hours

each. The beginning classes are from 9:00am- 12:00pm on Saturdays, and the intermediate classes are from 1:00pm- 4:00pm.

Here is the tentative schedule through December. Classes maybe cancelled or rescheduled due to class size and weather.

Level 1 (Beginner)

9:00am -1200pm

October 8, 15, & 22

Oct. 29, Nov. 5, & 12

Dec. 3, 10, & 17

Level 2 (Intermediate)

1:00pm –4:00pm

October 8, 15, & 22

Oct. 29, Nov. 5, & 12

Dec. 3, 10, & 17

Miami- Dade County Public Schools

The school year has begun again and so has our classes. We started out last month with three schools. These schools come once a week and learn to sail and kayak. The schools attending so far are Turner Tech High School, Sunset Middle and American High. This will be a great year to teach kids how to sail and about our own Biscayne Bay.

Green Fleet

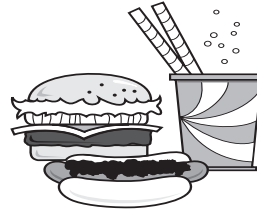
The club has started the Beginning (Green) & Advanced (Red, White, & Blue) Racing Fleet program last weekend. We held a BBQ and meeting for all the parents last month and had our first practice on that Sunday. We will hold practice on Saturdays from 10-4 and attend three regattas for now until December. We will give you updates on our progress through out the session.

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

Kitchen Hours



Thursday

11:00am – 8:00pm

Friday & Saturday

11:00am- 9:00pm

Sunday

11:00am – 8:00pm

Social Membership

City of Miami Residents

And City of Miami Employees

Is available for only \$50.00 per annum.

This membership is valid

Jan 1 through Dec 31, 2005

and is renewable on an annual basis.

Please inquire at the club for details

or call the office at 305-444-4571

Optimist Racing Program Description

The Coconut Grove Sailing Club's ("CGSC") Optimist Racing Program is for kids between ages 8 through 15. This course is designed to teach beginning racing skills, basic boat handling skills, sailing around a racing course, good starts techniques, basic rules of the road, rigging, sportsmanship, self confidence and team work.

Sailing practice takes place on Saturdays with the Club's boats. The program is driven by the club, instructors and parents. This is a great family activity where not only are the parents involved, but also siblings. The boat that your child will learn to sail and race in is the Optimist dinghy. This is a very basic dinghy which young people learn to sail and is sailed in over 110 countries. It is approved by the International Sailing Federation for sailors under 16 years of age.

A regatta is a sailing event where other sailing clubs participate and race among the sailors. Once your child has gained some skills, he or she will participate in several local regattas. Racing in a regatta is a great way to expose your child to different bodies of water. There are also state, regional, national, and world regattas to compete in. Both novice sailors and advanced sailors are always under the supervision of certified coaches and often volunteer parents. Many top sailors of all types have their sailing initiation and learning experiences through Optimist racing.

The Green Fleet is designed for novice sailors who will gain experience and sailing techniques for at least one year. Thereafter, they will move up to White Fleet (ten years old or under), then Blue Fleet (eleven and twelve years old) and finally Red Fleet (thirteen through fifteen years of age).

Regattas

During the first period of a calendar year (September to December), CGSC and the fleet will attend the following regattas:

- **Fall Harvest Regatta:** Hosted by the Miami Yacht Club
- **Naples Cup:** Hosted by the Naples Yacht Club
- **Orange Bowl Regatta:** Hosted by the Coral Reef Yacht Club

CGSC will support your child in these regattas at no additional cost. If your child decides to compete in other local regattas, the parents will be responsible for coaching (or paying a coach) during the event. In those opportunities, CGSC will allow parents to take along equipment such as a trailer and a coaching boat in order to represent the Club. To drive a club boat, at least one parent should be a Club member and a certified sailing instructor. Prior approval should be obtained through the Sailing Director. For these non-CGSC supported regattas, there should be a minimum of (5) sailors, in order to use club's equipment. Some exception will be granted when the circumstances justify the change in policy, after discussing the situation with the Sailing Director and Chair person. In all regattas, the parents are responsible for room, board, and travel expenses. It is customary for CGSC to pass along all pertinent details (such as discount hotel deals, or group rates) to the parents well in advance.

Most of CGSC supported regattas are local in nature and require very light traveling. However, there are several regatta

opportunities, for those who enjoy traveling, to have work and fun combined, away from home.

Parent's commitment and involvement

More than sailing knowledge, commitment and involvement, are key for the sailing program to be a success. New sailors (Green Fleet) and parents start learning the basics of assembling the boats together (rigging), placing them into the water (launching), taking the boats out of the water (placing them on the dock and dollies), taking the boats down (de-rigging), and cleaning the boats and placing them on the racks. This is a great time for team building among the sailors as each one is expected to help other sailors. It is great exercise as well!

The CGSC will help parents to get involved by providing access to our installations and promoting a friendly attitude as well as offering great opportunities to learn how to sail.

For the first time this year, CGSC will offer parents a 50% discount in our Adult Sailing program and clinics. This offer is based upon availability in on going sailing courses.

We truly believe that if parents discover, understand, participate and experience the new world in which their children may become successful sailors, both parents and children will have one of the greatest experience of their lives. After all, I do not know what can be more thrilling and relaxing at the same time than racing with you kid or sailing with your family on Biscayne Bay.

Occasionally, CGSC will have short parents/children social meetings, accompanied with hot dogs and sodas, where we can share ideas, recommendations, challenges and achievements.

We also try to answer any questions you may have about sailing, regattas, sailboats and CGSC activities, so you can feel right at home.

Fees:

Segment Fees (September through December)

Club Members: \$350.00

Non Club Members: \$400.00

CGSC supported regattas: Registration will be discussed, depending on the specific regatta fee. Each club charges different fees, however, it usually includes a breakfast, BBQ and a t-shirt as well, just for the racer.

Non-CGSC sponsored regattas: Parents are responsible for all expenses

CGSC will provide trailer and coach boat if a minimum of 5 sailors participate and a club member, accompanying the sailors, is a certified sailing instructor.

Please view our website at www.cgsc.org for additional information and sailing programs.

Our motto is, safety, fun and sportsmanship *under all types of wind.*

Tony Bejarano

Optimist racing program green fleters Katy, Niki, Jaime and Alex, enjoying the trophies they earned. last year.



CLASSIFIEDS

Month 1

Month 2

Roller furling outfit for 24' to 26' boat. Sail is a 135% genoa. Includes sail, drum, foil and swivel. All in good condition. Came from a 26' Hunter, but will fit other boats. \$600.00 OBO. Call Ross at (305)0665-0238.

FOR SALE: 1967 Morgan 24/25- "Natural High" - with 9.9HP Yamaha electric start. Spinnaker, multiple Jibs, three anchors (hurricane ready) & hand held GPS. Lightly used. In good condition, can use some minor TLC. Bottom professionally cleaned on a monthly basis. On a mooring at CGSC. \$5,000, Call Joe at 954-4712-6193 days/954-723-0312 evenings.

"Footloose" For Sale. 1967 Morgan – 34 ft. Yanmar Diesel Engine, Repowered in '98 Sail Inventory: New Main, Roller Furler Genoa, Spinaker. Custom Cockpit & Salon Cushions. Dodger, Bimini, & Protective Canopy. Canvas Covers for Brightwork. VHF and Instruments. Auto Pilot. All new Paint in 2005 – Bottom, Freeboard, & Exterior Deck. Perfect for Cruising to Elliot Key, Bahamas, and the Keys. Priced to Sell at \$29,500. On a Mooring at Coconut Grove Sailing Club Call Nick @ 305-439-8258

Month 3

International 470 One design. 15.5 Feet. Manufactured by Vanguard. Jib, Main, Gennie, Spinnaker pole and trapezes. Kick off rudder and centerboard. Custom made galvanized trailer. All in excellent condition. Nothing needs to be fixed. Never crashed. Gray deck, white hull. Asking \$2,400. Excellent for beginners 470 class racers or just for fun. Call @ 305-5880084

CATALINA CAPRI 25 FOR SALE 1982 Hull #326 Capri "Ace Trumper" Coconut Grove, Fl. A great club racer with easy sail handling. Excellent condition and race ready. Bottom redone and painted blue (VC 17) in 2003. Bottom professionally cleaned monthly. Black Anodized Tall Mast. Harken Running Rigging, Halyards, Traveler4, Lewmar speed winches, adjustable backstay, extended tiller joystick. Sails: Main, 155 Genoa, 135 Jib, Tri Radial Spinnaker. 5 HP Tohatsu 4 cycle, 2004 with adjustable motor mount. Two New Suunto B95 Compasses, new knot meter, depth finder. New exterior teak 2003 new interior cushions 2004. Two Danforth anchors, 20' of 3/8" chain with 100' - 1/2' line. Five life vests, bosun chair, 4 fenders. \$9,000.00 Contact: Keith Trump, 786 232 1301 or email, oeeltd@bellsouth.net

FOR SALE 1980's J-24; not in pristine condition, but a J nevertheless. Sails beautifully; 8 hp Honda 4 stroke. \$3,500.00. Worth more in parts. Call weekdays, 305 576-5840 – nites, 305 673-1545

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. Classified ads should be sent to cebranning@bellsouth.net. A classified ad can be pulled at any time by calling the Editor at (305) 661-2322 or sending an email to the above address..

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

Deadline: All Ads, articles and pictures for The Channel must be received by the 15th of the month. Please send articles and ads as a Word document and pictures as jpeg attachments to cebranning@bellsouth.net.

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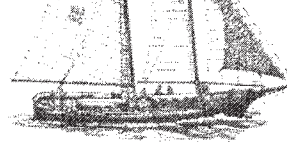
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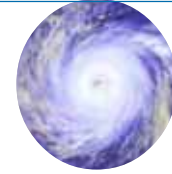
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Prepare Ahead

Hurricane Preparedness



- 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.).
- Suggested Anchorage Sites
- 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 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 that their boats are NOT O.K.