



serving the community since 1945

# the COCONUT GROVE SAILING CLUB channel

September 2005



## AUGIE DIAZ & PAM KELLY WIN SNIPE CLASS WORLDS

**A**ugie Diaz repeated his title as Snipe World Champion in Japan last month. Fifteen nations were represented at the 42<sup>nd</sup> Snipe World Championship in Gamogori-City. His crew was Pam Kelly. Augie and Pam scored a nine point victory over second place finisher Matsuzaki of Japan. Pablo Defazio of Uruguay rounded out the top three in the 51-boat fleet. Snipe Class Worlds are held every two years. Augie previously won the Snipe Worlds in Sweden in 2003. Augie's crew Pam (Pennell) Kelly, was a distinguished Coconut Grove Sailing Club Optimist sailor at the Optimist World Championships in the 1980's when the entire USA

Optimist Team was from the CGSC. This is only the second time in the 75 year history that a woman has won the world title.

The regatta was meticulously planned and executed but with no cooperation from the weather. Over a two day period, twenty five volunteers, precisely measured

the boats including weight, moment of inertia, blades, spars and sails. However, severe weather from Typhoon Banyum followed the Opening Ceremonies causing the first day of racing to be cancelled. On the morning of the second day, white caps covered the bay and some boats were close to being blown off their trailers. About 3pm the RC lowered the postponement and attempted a start but



*(continued on 3)*



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Volume 61 Issue 3

# COMMODORE'S REPORT

**C**ongratulations Augie and Pam! Augie Diaz has done it again, winning the 2005 Snipe Worlds in Japan with Pam Kelly as crew. Both sailors are homegrown products of the CGSC junior sailing programs, and are wonderful examples of international caliber competitors who continue to excel, balancing the demands of career, sport, family and children while living here in Miami. Also to be congratulated are Augie's parents, Carmen and Gonzalo Diaz, who have been the force behind the Snipe program for many years. Gonzalo, fondly called "Old Man Diaz," is in his seventies, raced in Cuba when he was a kid and still races here in Biscayne Bay. Gonzalo is fleet captain for the Snipes, and he and Carmen are very welcoming to new sailors, encouraging youth sailors to race Snipes and inviting new-to-the fleet sailors to try out the boat. Be aware that this is a wet boat that demands a lot of skill – but if you're interested in world class racing at a low cost this is one fleet to try. CGSC hosts several international Snipe regattas every year where you can race against the best in the world. Thank you Gonzalo and Carmen for all the hard work you do for the Snipe fleet and the CGSC.



### City Moorings Update

Steve Bogner, City Marinas manager, e-mailed to correct my comments in last month's Channel. As he states, my comments that "the whole screw-down mooring field in Stuart failed during one of the hurricanes last year" were very inaccurate. I apologize for my error, which was based on what the local boaters told me, and which I did not verify with the Harbormaster there. Bogner told me that Stuart Harbormaster Buzz Billue reported to him the following:

- 1) A total of 44 out of the 80 moored vessels in the field broke loose after both storms came through. Periodic sustained winds during those storms exceeded 120 mph.
- 2) Of the 80, only 3 screw-down mooring anchors actually pulled out – a result of over a dozen other vessels anchored elsewhere in the area dragging anchor through the field, snagging mooring down lines, and "piling on" moored vessels.
- 3) Of the other vessels that broke loose, about 95% of their problems were caused by pennant chafe – both at the Baker Buoy and also at the vessel. The other problems were caused by vessel hardware failure (cleats, bow eyes, chafing through hull).

Bogner also reported that he visited Marathon's Boot Key Harbor recently to see how their screw-down mooring field fared after hurricane Dennis. Dennis had recorded periodic sustained winds of between 80 and 100 mph in the Harbor over the course of several hours. The screw-down moored vessels fared well, but the anchored vessels had problems, with nine anchored vessels blown aground and

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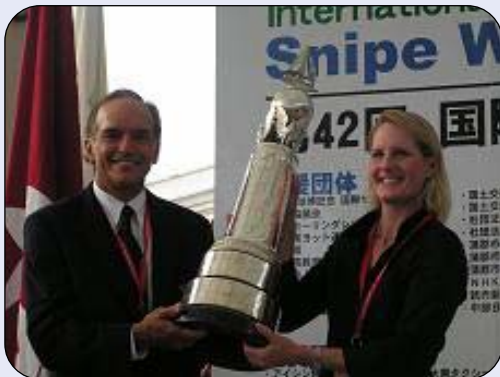
the winds remained above 25 knots and a large sea state still remained on the bay so everyone was sent in. Many had a good ride on the way back from the racecourse.

Following 2 days of postponement due to the typhoon, races began in 8-12 knots of breeze and moderate chop. George and Stacy Szabo-USA led off the Championship winning the first race on the last beat. Alexandre and Roberto Paradedda-BRA won race 2 wire-to-wire, with Ernesto Rodriguez and Leandro Spina of USA winning the 3rd race. Regatta leader Matsuzaki of Japan scored 7-2-4 followed by Augie Diaz and Pam Kelly-USA with a 4-4-9.

The next day of racing began with a postponement on land due to no wind before the sailors were sent out. Several recalls under the Z-flag and a dying breeze prompted the RC to call for another postponement, this time on the water. After floating around for 2.5 hours in the hot sun, the breeze

finally kicked in around 3:20 in the afternoon to a steady 5-6 knots. One general recall and a Z-flag start caught 11 boats over. The Spanish team of Tabares and Morales led the race wire-to-wire and after much jockeying behind them, Harada and Suzuki of Japan finished 2nd only to have a Z-flag penalty while Sackett and Sackett of the US were 3rd, Shiraiishi and Goto-JPN 4th (also Z-flag) and Augie Diaz and Pam Kelly finished in 5th giving them the lead.

The final day only one race was sailed with Augie Diaz and Pam Kelly staying ahead of Pablo Defasio of Uruguay and close enough to Matsuzaki of Japan to win the Championship by 9 points.



*(Commodore continued )*

many other anchored vessels dragging anchor tackle. In summation, no mooring system or marina is completely safe during a hurricane, and boaters should evacuate. Boats putting down anchors actually endanger other boats in the field, and Marine patrol will ticket those boats. Club policy also forbids adding extra anchors to the mooring field.

#### Biscayne Bay Economic Study

The South Florida Water Management District's Biscayne Bay Economic Study is an interesting report on the economic impact of various water related activities (i.e. recreational usage, commercial fishing, shipping) on the local economy. The report studied the use of the bay by both visitors and residents. Some interesting research findings from the report include:

- 1) Out of 21 possible Biscayne Bay-related recreational activities, sailing was the third most common recreational activity for visitors in 2004. (Number one was swimming from shore, number two was fishing from boat).
- 2) Out of 19 possible Biscayne Bay-related activities, sailing was the number one activity for visitors in terms of average days spent in an activity, with sailing averaging 17 days spent participating in the activity in the past twelve months as opposed to 12 days each for fishing from boat and glass bottom boat tour. Sailing was also the number

one activity for Miami-Dade residents in terms of average days spent in an activity, with sailing scoring 34 mean days of activity during the past twelve months.

3) Sailing is not linked to having a high income: About 42% of Miami-Dade residents who sail have incomes under \$40,000 a year (the median household income in Miami-Dade County)

4) The estimated economic contribution to Miami-Dade County of Visitor and Resident Expenditures for Biscayne Bay Related Recreation in 2004 is estimated at \$257million in tax revenues.

#### UM Hurricanes Ribbon-Cutting Ceremony

Wednesday, September 21<sup>st</sup> will be the ribbon cutting ceremony for the UM Hurricane Sailing Team. Donna Shalala, President of UM, will be the guest of honor. Come down and meet the Hurricanes and enjoy the festivities. Reservations are required, please call 305-381-8831 (not the club) to RSVP. Wine provided courtesy of the Miami International Wine Fair the sponsors of Florida's largest wine trade show October 1-3 at the Knight Center ([www.miamiwinefair.com](http://www.miamiwinefair.com)). The club will be closed for other activities during the event, (5:30 to 7:30) but will reopen after 7:30 p.m. Thank you Charlie Rahn, Kay Voss, Anne Platt, Mike Weber and the Gordon Reyes PR team for your help putting this event together.

*Andrea Stringas, Commodore*

## Vice Commodore's Report

**W**e have survived another month without a hurricane threatening us. The next six to eight weeks are the peak of the season. Have a hurricane plan for your boat and family.

Two new air handlers have been ordered and scheduled for installation. These will service the meeting room. The current 30-year-old unit is toast. To replace the existing single unit, a hole would need to be cut above the double doors upstairs next to the men's restroom. That option did not look good. So, in order to keep the same tonnage, two air handlers will be installed through the storage room in the bar. They will fit through the opening in the ceiling to the third floor. This should be completed by the time you get this newsletter.

The security floodlights that illuminate the mooring

field and parts of the grounds have two bulbs burned out. The cost of each bulb is \$300.00, plus labor to install. The lightning system appears to be very antiquated. Two electrical companies were scheduled to come out and assess the needs and possible replacement of the entire system, including the wooden poles. Stay tuned for further updates.

I hope everyone had a nice summer, and hope to see you and your family at the club.



*David Kurtz, Vice Commodore*

# Secretary's Report

Here goes:

First off, I hope all had some special event during these hot months of summer to help pass the time. Personally, it is during the summer months that I do not do as much sailing with Pat. It is during the cooler months when I tend to enjoy the tranquility of sailing (remember I am the cruising type sailor). With that said, I will also say that these are the months where I continue to enjoy the companionship and fellowship of our Club. This year our Commodore has said that we will be focusing on club operations. Hopefully these activities will be to all of our benefit. In an attempt to assist, thanks to input from David Kurtz and Deborah Mitchell, I will be putting together a Log of Motions so that in years to come we will have a ready place, in addition to the Bylaws, to refer to regarding Club operation. It may be of assistance to Boards of Directors in future to have a document to refer to. Next month will be a fun month as we gather to celebrate UM sailing at CGSC. Our upcoming 60th anniversary is also something to stay tuned to. All volunteerism is appreciated and it is through these activities where CGSC becomes Your Club and new friendships are formed.

Respectfully,  
*Mary Cacace*



Please Join  
The Coconut Grove Sailing Club  
and  
The University Of Miami Sailing Team  
For The Announcement of  
Their New Partnership

Wednesday September 21st, 2005  
5:30pm To 7:30pm  
The Coconut Grove Sailing Club  
2990 South Bayshore Drive

Special Guest  
Donna Shalala, University Of Miami President

Hors D'oeuvres And Wine Will Be Served  
On The Lawn By The Dock

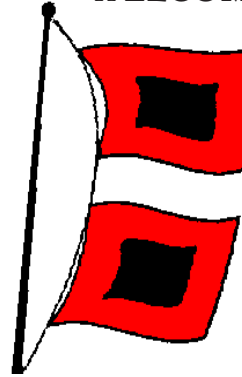
Business Attire

Wine Sponsored By



RSVP to 305-381-8831  
or Meena@Gordonreyes.com

## WELCOME SAILING CANES!



**REMINDER!!**  
**HURRICANES**  
**GUARENTEED TO**  
**HIT CGSC ON**  
**SEPTEMBER 24<sup>th</sup>**

The U of M Sailing Team & the CGSC will host their first South Atlantic Intercollegiate Sailing Association, (SAISA), regatta on September 24<sup>th</sup> & 25<sup>th</sup>!

Lets make this an event that will be remembered as an important part of the history of the sailing club.

Charles A. Rahn  
Fleet Captain



# Treasurer's Report

This is my third goaround as treasurer. It is my privilege to serve the club as it has given me so much pleasure over the past 24 years. I am stepping into a very well organized and maintained accounting system thanks to Jennifer Abel, our bookkeeper, and Jeff Zirulnick, my predecessor for several years. As Jeff has stated in earlier reports, our club is in very strong financial position. The club's fiscal year starts July 1st and ends June 30th. We have had a very good past year. We are a nonprofit club. Our goal each year is to come in under budget which we have done. And of course, that budget includes setting aside funds for future growth and capital expenditures. Let us hope that our good fortune continues.

See you on the bay,

*Jo-An Pizanny, Treasurer*

## The Club Fleet

I am not sure how many members realize this, but the CGSC, owns a fleet of over 100 vessels. These boats range from the launch through canoes and are listed below.

When I pointed this out to Commodore Stringos, her immediate reaction was “wow that’s a lot of boats to worry about when a hurricane comes”. (This was while hurricane Dennis was still coming our way)

My first thought was, the members of the club own and pay to maintain these boats, so do members get to use them?

A few instances are obvious, if you use the launch or rowing dinghies to get to your mooring you are using the assets, if you have a child in one of the sailing programs they will get started in a club sailboat and will have on the water support from the skiffs & Makos.

From what information I have been able to gather so far, some of the Flying Scot’s and maybe an Ensign or two are in a sponsorship program, but for the most part many of the boats in the fleet go unused.

My goal is to make as many of the boats as possible available for use by regular and life members. I would like to implement programs, that will allow a member to go for a quick paddle on a kayak, or sail on a sunfish, if they don’t have time or crew to sail their big boat. Sometimes it is just really relaxing to spend an hour on a small boat, floating only a few inches above the waters surface.

Like anything, there are issues to be worked out, such as

members being responsible for the condition of the boats and gear, where you can go with the boats etc.

Many items need to be investigated, but I think that we can work out some details, and set policies that can get the members out on the water in our fleet.

There is no intention to start a “rental fleet”, but I feel that making the resources of the club available to the regular members will help make it, “worth it” to be a regular member.



*Charles A. Rubin*

### Sail Boats

18- Prams  
22-Optimists  
12-Sunfish  
4-Lasers  
4-Flying Juniors  
4- Flying Scot’s  
1-Bullseye  
1-Puffer  
2-Ensigns  
1-Capri  
7-Access Dinghies

### Motorboats

2-Makos  
4-Skiffs  
1-Inflatable  
1-Fishmaster  
1-Pontoon  
1-Launch

### Other

10-Kayaks  
4-Canoes  
8-Rowing Dinghies

### *In Memory of Seymour Goldweber*



CGSC Life Member, Seymour Goldweber, passed away at the age of 87. His wife, Libby, a retired junior high school assistant principal, was at his bedside when he died. “His job helping others was the center of life,” Libby said. “He was a helping person. Whenever there was a need, old Seymour was there and didn’t have to be asked twice.” Seymour taught the adult sailing for years. He will be remembered for his kindly manner, his palm leaf hat and one red and one green sock. Lost in Hurricane Andrew was a file full of letters of gratitude from students thanking Seymour and the club for their sailing classes. Seymour was an expert on everything from mangoes to mangroves and the voice of tropical fruit in Miami-Dade County for a quarter of a century. He was given the title “emeritus” when he retired from the University of Florida Extension Service in 1984. A friend, Carl Campbell, said of Seymour, “He will be remembered for his incredible compatibility with people in all walks of life”. He was an extremely unusual man in that respect. He had a great intellect, always he worked to keep in the background, but he had an excellent, excellent mind.”

## National Weather Service Broadcast

US Senate Bill 786 Proposes to Curtail Free Data from National Weather Service. Free NOAA weather radio could go the way of the eight-track tape. Senate Bill 786, would restrict NOAA’s broadcasting to emergency weather, like hurricanes and tornados and permit private companies like AccuWeather and The Weather Channel to get all of its daily weather information from NOAA for free. These companies would then turn around and sell the continuous weather updates to the public that NOAA now provides free of charge.

S. 786 would only allow NOAA to issue severe weather warnings to the public when conditions were life threatening. The bill would save no money for the government because in order to issue such warnings, all the routine data collection and monitoring work must go on regardless. In addition, the “non-critical” data for boaters, such as tides, wind direction, speed and movement of fronts, can be just as important as storm warnings.

Boaters are being urged by Boat US to contact their senators in opposition to S. 786 especially now that the hurricane season is here.

*(Reprinted with permission from Boat U.S.)*

For an easy way to contact your senators, go to Google, hit US Senators, pull down the Florida pull-down and click on the selected senator and you will have a nice addressed form to use to send your message.

Bimini Beach



## August Brings Lazy Days

August brings lazy days, hot nights and calm seas. We took advantage of this weather and crossed the Gulf Stream once more to visit Bimini. We also wanted to take advantage of the opportunity to view the annual Perseid Meteor Shower. We set sail from No Name Harbor around midnight, August 11th just as the moon was setting in the west. We cleared the last channel markers and headed

to the Gulf Stream setting our course for 120 degrees. The sky was clear and the stars were spectacular. Around 2 a.m. we spotted the first shooting star, a quick streak across

dinner with them on "SoBeCat" along with Marty Ward and Steve Neumeyer. After dinner we headed into town to see the sights and of course ended up at the Compleat Angler. After a few Bahama Mamas the band playing "Rhinstone Cowboy" Bahamian style didn't sound too bad. On Saturday we rented golf carts and explored Alice Town, Bailey Town, Porgy Bay and Bimini Bay the "Palm Beach" of Bimini. We stopped by to visit Lee Smith at Ellis Cottages but only found

the remnants of the previous days fishing trip resting on the floor of the Bay.

We said good-bye to "Namaste" leaving Nick Martens and Mike Lovelady to party in town while we headed off to the "Sapona" to snorkel and have lunch. We explored the island at Gun Key and then dingyed back to the boats for a sunset dinner. Over



Janice and Alyn

dessert there was more star gazing and planning for our next cruising adventure and future rendezvous. Next year we decided to cruise to the Abacos as a group. Watch for more information. Planning meetings will start early so that our boats will be well prepared and crews in place as well as accommodations on land for those that want to meet the boats. Let me know if you are interested.

Sunday morning we headed for Miami. Pretty much a sleigh ride back, beautiful water, flying fish and freighters well in the distance. As the Calypsonians song says "Once is Not Enough." Twice is not enough for me. I'm hooked.

Upcoming rendezvous will include a trip to Pumpkin Key, a snorkel trip to the "Half Moon" a schooner wreck which is located off Bear Cut followed by dinner at the Miami Yacht Club, the Columbus Day Regatta and Thanksgiving Dinner at Elliot Key. Please contact Janice at jbpmm@aol.com for more info about these events.

Janice Pruett



Gun Key Light



Julio and Madeline Rodriguez on SoBeCat

Enjoying a night at the Compleat Angler.



the southeastern quadrant. Shortly after, one streaked overhead leaving what appeared to be a vapor trail. The show continued throughout the night. As the lights of Miami dimmed behind us the Milky Way appeared overhead. The Big Dipper, Taurus, Cygnus the Swan and finally Orion guided us safely across. Morning dawned with a spectacular thunder cloud over Bimini obscuring the sunrise.



Captain Steve Neumeyer at the helm of SoBeCat

"SoBeCat," making her first Gulfstream crossing with her crew of three captains followed "Effortless" in to Bimini Harbor.

"Namaste" arrived later in the day and the two big boats docked at Bluewater Marina's T dock made an impressive showing for the CGSC. We



Mary Ward and Steve Neumeyer go for a spin around the island.

napped throughout the day until the weather cleared then headed to the beach for an afternoon swim and walk on the beach. Julio and Madeline Rodriguez invited us to share

## CGSC Singlehanded – Doublehanded Races

August 13-14 saw the traditional CGSC Singlehanded and Doublehanded Races, as part of our “Summer Sailfest Weekend.” The weekend also included a dinner and party with live band sponsored by the CGSC Race Committee.

The start for both days was set for 12:30 pm rather than the typical BBYRA race start at 11:30 am. This was fortunate, because the mid-summer sea breeze was late arriving, and a later start lessened the postponement that would have been required otherwise.

Five singlehanded racers were at the starting line on Saturday, with a light SE breeze finally filling in a little after 1:00 pm. The Race Committee sent the fleet on a triangle plus windward-leeward course with 1.5 mile legs in winds of 6-8 knots. Most skippers left the helm after the windward mark rounding to set spinnakers for the reaching and downwind legs of the course. After over an hour and 40 minutes, the first boat to finish was “Moving Party 4,” a Melges 24 sailed by Mike Catalano, winning on corrected time by about six minutes over “African Prince,” a J-24 sailed by Rick Jarchow. Finishing third was “Trickster,” an Olson 29 sailed by Andy Abel.

Saturday night was the Race Committee Party, featuring a dinner of ribs, chicken, baked beans and corn, as well as a live band, “The Fit,” led by CGSC Snipe sailor Brant Hadaway. New Race Committee long-sleeved tee-shirts were presented to all Race Committee volunteers over the past year attending the dinner. Race Committee Co-Chairmen Wil Bourne and Ron Rostorfer made the presentations. A Race Committee length of service recognition award was presented to Marvin Schenker, and the Race Committee “Rookie of the Year” award was presented to Carl Opdyke. Dancing and merriment continued into the night.

Sunday dawned like a repeat of Saturday, except the wind appeared to fill in earlier. This didn’t quite pan out. The first of two doublehanded races started a little after 1:00 pm, with ten entries on the start line. The wind stayed light for the windward-leeward twice around race with one mile legs. “Tiburon,” a Lindenberg 28 sailed by Eduardo Luaces won, followed by Saturday’s winner “Moving Party 4” and “Blah,

blah, blah,” a J-24 sailed by Mark Milns in third.

The wind finally started to build, so a second race was started following finishes of the first race. This was a windward-leeward once around with 0.75 mile legs. “Blah, blah, blah” won, followed by “Sailing for life,” a Sonar sailed by Karen Mitchell from Shake-a-leg, and then “Tiburon.” Overall, for the Doublehanded Regatta, it was “Tiburon,” “Blah, blah, blah,” and “Sailing for life.”

The Race Committee consisted of PRO Wil Bourne aboard his “Proper Lady II,” with Signal Boat crew of Tricia and Megan Reeder, Jo-An Pszeny, Jeanne Bunten, Deborah Pepper, Susan Schultz and Jo Ann Mathieu. Mark boat crew was Ron and Dottie Rostorfer, while Pin boat crew included Carl and Mercedes Opdyke, Marvin Schenker, Rick Myslinski and Karen Young.

Ron Rostorfer

### Single Handed Results

<u>Place</u>	<u>Sail Number</u>	<u>Boat Name</u>	<u>Skipper</u>
1	185	Moving Party 4	Mike Catalano
2	216	African Prince	Rick Jarchow
3	2519	Trickster	Andy Abel
4	532	Hot Streak	Jack King
5	3696	Blitzkrieg	N/A

### Double Handed Results

<u>Place</u>	<u>Sail Number</u>	<u>Boat Name</u>	<u>Skipper</u>
1	12	Tiburon	Art Perez
2	1682	Blah Blah Blah	Mark Milns
3	18	Sailing For Life	Karen Mitchell
4	216	African Prince	Rick Jarchow
5	458	Blew Ba You	Kerry Gruson
6	185	Moving Party 4	Mike Catalano
7	2519	Trickster	Andy Abel
8	532	Hot Streak	Jack King
9	125	Goombay	David Kurtz
10	394	Freebird	Kenneth Ellis



Above, The Olson 29 “Trickster,” sailed by Andy Abel, leads “Goombay,” a J-27 sailed by Anita Hansen and Vice Commodore Dave Kurtz, at the weather mark of the Doublehanded Race on Sunday.

Below, The Sonar “Blew Ba You,” sailed by Kerry Gruson of Shake-a-leg prepares to round the weather mark in the Doublehanded Regatta.



Above, The J-24 “Blah, Blah, Blah,” sailed by Mark Milns, prepares to set the spinnaker.

## **Eyes and Ears Needed!**

Greetings from the Public Relations Crew. Commodore Andrea Stringos has asked me to be the liaison with our PR firm Gordon Reyes.

Annabelle Bovet, our account representative, has been doing a fabulous job sending out press releases about the CGSC. Her planning and organization skills have been invaluable working with us to prepare the U of M ribbon cutting on September 21 for the new University of Miami sailing team, the Hurricanes.

She secured the Neighbors article Sunday August 7 about David Hernandez placing second in the US Youth Laser Radial Sailing Championship at Cedar Point Yacht Club in Connecticut. She is currently working to position articles about Augie Diaz and Pam Kelly wining the Snipe Worlds, Nick Voss' success in California, and the great wins by Jim Bingham, Steve Perry and Paco Calvet in Canada. See the separate details in this Channel.

Please be sure to send me any sailing news about you and your families or any exciting awards that you have won, or good causes that you may have participated in. I will forward our great news to Annabelle. She can endeavor to get us highlighted in the media. Please also include photos and information for the Trophy Case in the meeting room. We will be rearranging that shortly to make room for our new events and winners.

Our next big event after the U of M ribbon cutting will be our sixty-year anniversary party in November. We are working to come up with some ideas for perhaps a combined fund-raising event and/or something we can do to give back to the City of Miami as a "Thank-you" for their support over the last sixty years. Of course we want to encourage their continued support over the next sixty years. Please call or email me with any ideas that you may have.

Please RSVP to Meena at Gordon Reyes (305-381-8831) for the ribbon cutting for U of M. The dress is business attire and all are welcome to come celebrate this historical partnership. The Miami International Wine Festival will sponsor the wine. Note the article about their event in October.

The club will be closed during this event. Bar and launch service will resume at 7:30 after the festivities.

Remember for PR news call or email Anne Platt at [Plattproperties@bellsouth.net](mailto:Plattproperties@bellsouth.net). Telephone 305-442-2055 or Annabelle Bovet at [Annabelle@GordonReyes.com](mailto:Annabelle@GordonReyes.com). Telephone 305-381-8831. The more inspiring news the better.

Ann Platt

## **SEPTEMBER THUMBS UP...**

to Bob Barnett for suggesting the swinging doors from the bar to the balcony and the main meeting room. It was next to impossible to maintain the sliding doors at the bar as they were not built to be used that much nor under those conditions (salt and grit).

They seldom worked well so the suggestion was a good one. Vladimir Stroleny - Past VC pursued the matter to completion and now we have easy access/egress. Hopefully the doors will last well. Thanks from everyone Bob!!

Bill Beavers

## **Social Membership**

for

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

Dear Sailors and Friends of Coral Reef Yacht Club Youth Sailing:

We were devastated to learn of the death over the weekend of 420 sailor, Guillermo Alvarez.

It is our information that Guillermo was the passenger in a car when the driver lost control and collided with a tree, resulting in critical injuries, which placed Guillermo on life support.

Guillermo passed away late last night and our thoughts and prayers are with his family.

Guillermo was a cherished member of our youth sailing organization and his presence will be surely missed.

Very truly yours,  
Mark A. Kamilar  
Director of Youth Sailing  
Coral Reef Yacht Club"

# SAILING IN THE U.S. SNIPE NATIONALS

by **Andy Rahn**

This years U.S. Snipe Nationals were held at the San Diego Yacht Club. The Junior Nationals were on July 9<sup>th</sup> and 10<sup>th</sup>, and the regular Nationals were from the 11<sup>th</sup> through the 15<sup>th</sup>. It was a great week with a lot of racing fun, and great sights.

I was to be crewing with Nick Voss in both the Jr. and regular nationals, and was pumped to do so. I went out a week early, flying to San Diego by myself. The 3 hour layover in Houston went pretty fast after I found a nice massage chair in the airport Brookstone store.

The week before the regatta was great, we had a chance to get in some good surfing, great ocean sailing practice, and saw a lot of cool sights! While sailing out to the ocean

off of Point Loma, we saw tons of sea lions on every channel marker. The harbor entrance had a lot of Navy activity. We saw a destroyers, an aircraft carrier loaded with fighter jets, a submarine, and two hover crafts. The practice was great too. We had the chance to practice with some great sailors, George Szabo, Doug Heart, Peter and Sheehan Commette, Tomas Hornos and Morgan Commette, and Nicolas Granucci. All of them finished in the top 10.

When the Juniors started on Saturday, we felt ready. These races were held inside the harbor on San Diego Bay, which made racing difficult. The wind was coming down off the hill, which made it puffy and very shifty. There was also a lot of boat traffic, which caused a lot of chop. If that wasn't enough, you also had to keep a watchful eye for kelp.

On day one they managed to get off three races. Our finishes varied with 6, 9, and 3. The next day brought more of the same conditions. There were only two races that day, and we got 4, 6, and that was good enough for 6<sup>th</sup> overall. It was a lot of fun, and we had a lot of laughs. The funniest memory was when the Race Committee boat ran into Tomas Hornos and Morgan Commette, at the first windward mark in race 2. They still managed to win the race, and everyone laughed about it when we got back to shore!

*Above, Going upwind in the Pacific.*



Fred Elliott



*At left, Nick and Andy prepare to round the mark well ahead of the competition.*

The next five days were filled with some intense racing among amazing sailors out in the Pacific Ocean. The wind stayed shifty and puffy, the waves just got bigger, and there was even more kelp! We had two races a day and it was great. The first two days were the Crosby Elimination Series, and the top 33 were to go on to Heinzerling, while the rest went on to the Wells Series. We finished 23<sup>rd</sup> and qualified for the championship fleet.

Our top race was a fifth. In that race, we rounded the last leeward mark in 6<sup>th</sup> with Augie Diaz inches behind. We went the entire last leg looking BACK at Augie, constantly lee bowed him. When the finish line finally came we had put a few boat lengths between us and the World Champion, and beat him! We were exhausted but overjoyed that we beat one of our greatest idols! Augie was the first to congratulate us and was almost as happy as us to see us do so well!

The next three days were grueling, but a party every night kept everyone in good spirits. The best night was the Hawaiian theme night, when Augie and C.R.Y.C. coach Gonzolo Grivello got on stage for some hula dancing. After all the racing was

over, George Szabo and Eric Wilcox from S.D.Y.C. were the National Champions, and Nick and I finished 17<sup>th</sup>. We tied for 16<sup>th</sup>, but lost the tie breaker.

This was my first National Championship in any boat, and my first time racing out of the state of Florida. I will never forget it! I had a great time on and off the water, and am happy with our finishes. I would like to thank the Voss Family for their hospitality, and Nick for letting me sail with him.



*Above, Andy sets the whisker pole while Nick stays the course.*

# Summer Youth Sailing

## Learn to Sail classes

The school year is back and so is the Weekend Learn to Sail classes. We had great weather to sail in last month with the end of summer camp. We are now preparing to start our school year programs again. The cost of each class is \$75 per child. Please contact Britt Price 305-444-4571 ext. 11.

**Beginner Level 1**  
September 3<sup>rd</sup>, 10<sup>th</sup>, & 17<sup>th</sup>  
9:00am – 12:00pm

**Intermediate Level 2**  
September 3<sup>rd</sup>, 10<sup>th</sup> & 17<sup>th</sup>  
1:00pm- 4:00pm

Sept. 24<sup>th</sup>, October 1<sup>st</sup>, & 8<sup>th</sup>  
9:00am- 12:00pm

Sept. 24<sup>th</sup>, October 1<sup>st</sup>, & 8<sup>th</sup>  
1:00am – 4:00pm

October 15<sup>th</sup>, 22<sup>nd</sup>, & 29<sup>th</sup>  
9:00am- 12:00pm

October 15<sup>th</sup>, 22<sup>nd</sup>, & 29<sup>th</sup>  
1:00pm- 4:00pm

The upcoming Programs for the Youth sailing department:

- \*Green Fleet (Beginning Racing)
- \*After School Programs- St. Stephen's Episcopal Day School & Ransom Middle
- \*Miami- Dade County Public School – Marine Science Programs



Photos by Frank Aloise



## Stiltsville Outing October 1, 2005

The children who attended the "Miami-Dade County HMS Crew Summer Science Program" at the Coconut Grove Sailing Club last summer will be returning to participate in an island clean-up on October 1st. The clean-up will take place from 9:00 a.m. to 11:00 a.m., followed by a picnic sail to one of the houses at Stiltsville. Several boats will be needed to take the children over to Stiltsville and back. If you are interested, please contact Britt Price at 305-546-0505 x11.

# Laser Sailings

The 2005 US Junior Women's Single-handed National Championship (Leiter Trophy) was held this year from July 30 through August 5. Sixty of the top young women sailors from all over the country met this year at the California Yacht Club in Marina Del Rey, California, to participate in this event, including three South Florida Sailors from our Laser Group. This is a high profile event with a grand history and is one of the most important Junior Sailing events to take place in the United States. As it happens, this is the 25<sup>th</sup> anniversary of the event.

Congratulations to all those that participated in the event. Special Congrats to Sarah Lihan (3rd place), Alaina Bussell (9th place) and Caroline Wright (16th place) from our Laser Group for a job well done!!!!!!!



The full story and results can be found on the US Sailing Web site at <http://www.ussailing.org/championships/youth/usjrw/single/> and the California Yacht Club web site at <http://www.calyachtclub.com/cms/index.cfm?vNavID=35&vSubNavID=97&mainid=5>.

Our fall season began on Sunday, August 14, with 20 Laser sailors, including 2003 Rolex Yachtsman of the Year - Augie Diaz, participating in the first practice. We have a very busy calendar lined-up for the coming months. Thanks to my better half, Beth Hernandez, our CGSC Laser Racing Team Schedule is now on-line at [www.cgsc.org](http://www.cgsc.org) under the "Sailing Programs" tab.

As a reminder, BBYRA now includes Lasers in their one-design lineup. 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](http://www.bbyra.net).

*Jose Hernandez*



*Alaina Bussell, Sarah Lihan and Caroline Wright.*

*Below is World Champion Snipe sailor Augie Diaz who joined in a practice session.*



*Caroline Wright was 16th at the Jr. Women's Nationals.*

*Shown below is Sarah Lihan who came home third from the US Jr. Women's Nationals*



*At right is Alaina Bussell who placed 9th at Nationals.*



## I DON'T THINK WE'RE IN KANSAS ANY MORE

It was a dark and stormy night outside of the Coconut Grove Sailing Club's bar. A thunderstorm was dumping two inches of rain on Miami— not an unusual occurrence for south Florida in June. Inside the bar that overlooks the beautiful CGSC harbor, sailors were having a wonderful time laughing and drinking, and glad to be out of the weather that had blacken Miami's sky.

Just the previous day, Henry and I arrived in Coconut Grove after 30 hours of hard driving from Manhattan, Kansas and months and months of planning to sail from Miami to Bimini in my 19 foot ComPac sailboat. As a guest of Richard Crisler at the CGSC – more about Richard in a moment – we had planned to depart that night. But we were anxiously standing in the rain on CGSC's dock, and not in the bar where we should have been this dark night, debating if this was the night to make the crossing to Bimini. The only thing we knew for sure was that we were on Biscayne Bay - a sailor's paradise - and that we weren't in Kansas any more.

For six months Henry and I panned this trip - an adventure in which we would trailer my ComPac 19 sailboat from Manhattan to Miami, and sail to Bimini. We had met regularly for morning coffee in our little Midwest town to plan our trip. We were confident our 19 foot ComPac could make the trip, as we have often sailed her in severe conditions in Kansas, but we know crossing to Bimini was to be quite different. There was needed gear we didn't have, so our wives were instructed to tell Santa Claus to bring some unusual stuff, like Type 1 PFD's, harnesses, a back-up GPS, charts of far away places, a storm jib, and more. Our schedule was to be tight, as we had jobs to go back to in Manhattan: an attorney and a university architect. The whole trip ended up taking twelve days - 4 long days of driving, 4 nights in Bimini, 2 days sailing, and a day to launch and a day to retrieve.

From the data we researched, June offers the best conditions in the Gulf Stream for this crossing. Everyone told us to cross at night. The reason to cross at night is to arrive in Bimini during daylight when you can spot the thin waters around Bimini and navigate the difficult entrance between North Bimini and South Bimini and then on into Alice Town. We did return during daylight.

We launched at Matheson Hammock, a beautiful park and marina several miles south of Coconut Grove. The folks there were as accommodating as could be. We kept our vehicle and trailer in their safe and fenced-in dry storage area for about \$170 for the four days. This park, and maybe this is true throughout Florida, was maintained very well and a joy to use.

In my daily reading and occasional participation in the ComPac newsgroup (what a great group this is!), I contacted a regular contributor, Richard Crisler of Coconut Grove. All during the months of our planning, we often sought advice from Richard about local conditions and insights into making this trip. What a great guy and friend to all sailors! Richard provided us with excellent and accurate inform, and went out of his way to help us make this a memorable trip. Everybody we encounter at CGSC was friendly and helpful, and the

facilities are extremely nice. This is really a sailor's paradise – a place all trailer sailors should consider visiting. Richard gave me a tour of his beautiful ANGEL, a 35-foot ComPac - what a boat! I understand Richard considering hosting a ComPac rendezvous in Coconut Grove. Biscayne Bay, the Coconut Grove Sailing Club, and area of Coconut Grove will all be a perfect destination of a ComPac trailer sailor.

But I'm straying from my tale. Back on the dock at the Coconut Grove Sailing Club it was 10 PM, and this large storm that had dumped two inches of rain was just passing over Miami. Our anticipation to leave was as thick as the Miami humidity. The storm was heading east, and so were we. The sky in the west behind the storm was clearing. We knew the storm would out run us if we left for Bimini right after it passed us, and so we decided it was time to go. In hindsight, leaving Miami immediately after such a threatening storm may seem foolish, but the skies were clearing and the weather radar and NOAA gave us a good indication of fair weather behind the storm. We had done our homework, we had a capable boat, and we felt confident. So we left for Bimini.

At 10PM we motored out into Biscayne Bay and then set the main and working jib in 5 to 10 mph winds and light chop. We past the famous stilt houses, and headed to Cape Florida on the south point of Key Biscayne. While crossing Biscayne Bay, we saw one of the most beautiful sights I'd see the entire trip. With the city of Miami several miles over our stern and to port, the lights of the city skyline were glowing bright and crystal-clear, and these lights were lighting up a huge cumulus cloud that was sitting right over the city. The clarity, intensity, and scale of the city lights and this grand cloud were magnificent.

Leaving the shelter of Biscayne Bay and entering the Atlantic, the wind increased sharply to 15 to 20 mph and the seas rolled in 5 to 7 foot swells. We changed to a reefed main and storm jib, and our little ship calmed down beautifully. One of the nicest features of the ComPac 19 is that when changing headsails in rough seas, the change can be made while standing up through in the forward hatch. Doing so, you are secure and don't have to go forward via the deck, but instead through the cabin. The thunderstorm that was in Miami several hours earlier was now miles ahead of us, and it provided a beautiful light show of lightning. The skies overhead were clearing and the moon appeared. We had some light on the subject.

The magnetic heading from Miami to Bimini is 92 degrees. However, the axis of the northbound Gulf Stream runs about 3.5 mph, and this powerful force must be accounted for. We held a course of 120 degrees the entire crossing and it proved to be an accurate calculation. We did have a problem, however. The winds were coming out of the east, and the best heading we were able to make was about 140 degrees, so after an hour or so of this heading, our GPS told us we were located too far south. We gave up, struck the sails, and motored. We ended up motoring all the way to Bimini. Our 6 hp, four stroke, Nissan consumed about three and a half gallons.

(Not in Kansas continued)

We passed several cruise and cargo ships during the night. Even for a short voyage like the 50 miles from Miami to Bimini, sensory deprivation is noticeable when out of sight of land, and company of any sort is a welcomed sight. Never did we feel endangered or unable to deal with these big guys. About 10 AM Bimini came into view – land ho! By noon we landed in Bimini. Coming into sight of land is a thrill. Total time from Coconut Grove to Bimini was 14 hours.

Bimini is small and the houses are modest. The town is geared to tourists, particularly sports fishing, and beyond that, there's little to see or do. The beaches are glorious - white sand and brilliant, and the water is crystal clear. Other than the Bimini Big Game Resort and Marina, there are few restaurants offering much beyond pretty greasy fare. Fresh vegetables on this small island are a rarity. We stayed at Weech's Bimini Dock and Apartments, which has about 5 modest but clean rooms at \$80 per night, and a good dock at \$20 per day. Immigration and Customs cost \$150 for boats under 35-feet

We wanted to sail back to Miami during the day, so we left Bimini at 4AM. This time we did sail the entire crossing, taking 14 hours with 10 mph south winds, and 5 to 6 foot seas. Perfect sailing! What a joy.

The ComPac 19 is a wonderful boat, able to make such a voyage safely and comfortably. We felt we had done our homework, gotten some good advice, prepared well, and crossed in good weather. Never did we feel in danger. With a reefable main and a storm jib, we felt we could deal with most conditions

Well, that's the end of my tale. We made it back to Manhattan, Kansas, safe and sound and with many fond memories of the Coconut Grove Sailing Club, Richard Crisler, Bimini, and the joys of a 19 foot ComPac at sea. With good planning and reasonable precautions, I think this little boat can take care of herself and those that sail her on voyages such as this one to Bimini.

Ned Gatewood  
WINGS, CP19

## Kitchen Hours

### Thursday

11:00am – 8:00pm

### Friday & Saturday

11:00am- 9:00pm

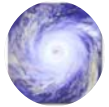
### Sunday

11:00am – 8:00pm



## Hurricane Preparedness

### Prepare Ahead



- 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 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 kellel 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.**

## MOORINGS IN SEPTEMBER

The CGSC moorings are near capacity but there remains as always a brisk turnover with some seasonal aspects. We went thru a spate of getting larger boats but it now seems that smaller boats are more numerous as newcomers. We plan to cast two new one-metric tone moorings soon and round out our inventory at 240 which we think is the maximum number of boats we can moor.

There is no time like the present to make sure your boat is ready for hurricane season. PLEASE, PLEASE, DO IT. Three anchors are necessary for hurricanes as winds can and do come from ANY direction. One rule of thumb for anchors is to select AT LEAST one boat-size up from that shown on the chart for the type anchor you are considering. These charts are found in Chapman's, West Marine, etc. Even the "one-up" may be skimpy as the chart figures do not reflect hurricane conditions. As my great Trade School instructor advised upon being asked what size vice to buy for one's shop: "buy as big as you can afford". May he be on his way to sainthood as he knew what he was talking about in his work for us. I think his rule almost applies for anchors too except to add "and as big as you can lug". Everybody knows it's no fun to buy, store, lug around and deploy all those large anchors, chain and rode; however, it's a part of boating here that we have to accept. To ignore it can result in real problems. One is that with damage claims mounting the insurance companies are taking a keener interest in who they insure, what they charge and what they pay out. Maybe they can't control all of it, but they probably can raise rates (for us all) and drop clients. So, a word to the wise: Anchor your boat correctly with three large anchors with chain 120 degrees apart in a protected spot. Reduce windage and place the rudder 45 degrees off-center. Do not leave huge lengths of loose line as the boat will take a circuitous route to ruin. The boat will do better not allowed to gain hull speed at anchor. Another real consideration is to write down exactly what you've done, location, names of those present and the boats around you. There is nothing really incorrect about asking people to refrain from anchoring improperly near your boat. This may be unpleasant, but can prevent problems. Again, it may prove very useful to document the details of what you see wrong, and that you advised against it. Having it written down will be a lot better than trying to recall it all later. From what we see it seems a realistic expectation that more attention will be paid to "what caused the problem" in the future. Blatant anchoring improprieties may not go unnoticed, are often irresponsible and inconsiderate, and can result in someone's insurance being dropped.

Getting to the "hurricane hole" will almost always require motoring. So please keep your boat serviceable in every way, including fuel, clean prop, and a good plan with friends to help you. Good luck to us all on it.

The monthly SOUTHWINDS - southwindsailing.com, delivered to the CGSC, presently has some very good waterfront, boating and anchoring articles. One on dock (and mooring) line failure points out that failures are much

more numerous on boats having inboard bow cleats and toe-rail chocks versus toe-rail cleats. I know this to be true from folks who have witnessed it. It happens that the lines stretch mightily at the chock and the resulting heat fails the line. On our moorings the bridle is the responsibility of the member, and it is wise to have large diameter bridle lines so that stretch and heat is minimized, and to allow the mooring attachments (mostly chain) to absorb the shock. Boats 30 feet and over, particularly heavy boats, need 3/4 inch double bridles. The best grade twisted line should be used, with stainless thimbles, and loose chafing gear. Many members make their own, and properly done the bridle will last many years.

See you at the Club.

Bill Beavers – Moorings

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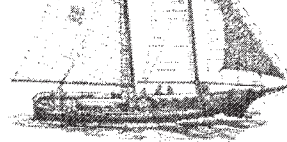
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## HAVING FUN WITH RECIPROCAL\$

Sailors, particularly racers, make critical use of compass reciprocals and there is much to be learned and enjoyed from the way pilots use them. Airport runways are labeled at each end with the reciprocal of the other end, and are used in both directions, depending on circumstances. It is often necessary to instantly know the course reciprocal. It can be calculated, read from a compass card or compass, and done in very modern ways; however, on sailboats a little familiarity goes a long way to doing it quickly. I think it would be a good topic to teach early in sailing, or late for that matter.

Facts:

- 1) It is simpler to use three digits for compass bearings/headings.
- 2) The third digit is always the same as it's reciprocal.
- 3) There are only 18 reciprocals to memorize: 000-180, 010-190, 020-200, etc., which is doable.
- 4) Reciprocals are 180 added or subtracted, which is easier done as +200,-20 or -200, +20. Some articles say + or -2 in the first digit then - or + 2 in the second. I like the first way best, but the net is plus or minus 180 by either method.

I think it easiest to use +200, -20 to get the reciprocal from 000 thru 180, memorize the 190-010 combo, then use -200, +20 from 200 thru 360. This avoids using negative numbers. Practicing this while watching TV, etc. is great fun and will surely position you to fraternally lord it over

anybody not in the know and to beat somebody on the racecourse, particularly on windward/leeward courses. This too, however, must be done fraternally. Greater detail may be seen by visiting: pilots calculating reciprocal headings on GOOGLE, or just check in with Rob Quinlivan or David Kurtz - VC. Yep, much fun; good luck on it. See you there. Bill Beavers

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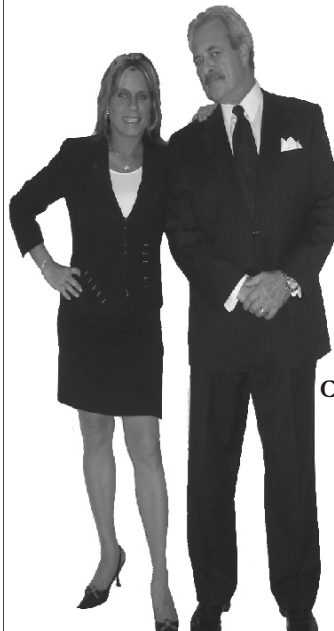
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**Roller furling** outfit for 24' to 26' boat. Sail is a 135% genoa. Includes sail, drum, foil and swivel. All in good condition. Came from a 26' Hunter, but will fit other boats. \$600.00 OBO. Call Ross at (305)0665-0238.

**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, Spinnaker. 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 2

**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

**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

**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, oeleltd@bellsouth.net

## Month 3

**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.

**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 jmcutchen@se.rr.com.

**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.

**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.

**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 .

## Jim Bigham Wins Force 5 North American Championship

The Buffalo Canoe Club in Crystal Beach Ontario hosted this year's Force Five North American Championship, August 4-6. Living up to the club's wonderful reputation they delivered 3 days of great sailing with winds from 5 to 20 mph.

The Force Five Class is made up of a group hard core sailors that have been competing against one another for what is now, approaching 30+ years. The Class, known to many as the Gentleman's Laser, has coined the phrase "a single-hander, for the serious weekend sailor" to describe the boat. Die hard sailors, the medium age for the class is about 47 years old. This year's championship attracted these fanatics from a dozen US states and Canada, including four former North American Champions. The farthest traveled included those from Texas and Florida.

The South Florida Fleet, which at one time boasted 25 boats strong, was originally based out of the Miami Yacht Club. Today, 30 years later, the fleet is still active and sailing out of the Upper Keys Sailing Club, Key Largo. For many, this class has been the catalyst to forming many long lasting friendships here in the local sailing community.

The Local Fleet did itself proud, with CGSC Member Jim Bigham taking 1<sup>st</sup> place with 18 Points, and CGSC Member Steve Perry taking 2<sup>nd</sup> place with 24 Points. Also, CGSC's Paco Calvet "The Grand Master", finished 11<sup>th</sup>. The sailors endured high winds with 8 races overall.

Besides great racing, the Canoe Club provided a great setting for the competitors, friends and families to socialize

and enjoy the festivities. Their hospitality will be long remembered.

The northern facility provided great swimming and sailing in Lake Erie, a friendly environment and fabulous race committee.

*Jimmy Bigham racing his Force 5 at the Upper Keys Sailing Club over the 4th of July weekend. He also won that event.*

*After the awards ceremony CGSC members Jimmy Bigham (First Place), Paco Calvet, and Steve Perry (Second Place) take a moment for a picture.*

