



the
2006 Olympic Class Regatta at Coconut Grove Sailing Club
serving the community since 1945
channel

August 2006

CGSC Sailors Take 4th at Snipe Jr Nationals

By Nick Voss



This year Andy Rahn and I once again competed in the Snipe Junior Nationals and open Nationals. The event took place in Erie Pennsylvania in the small Presque Isle bay. The Junior Nationals are a 2-day event the Saturday and Sunday preceding the open event. This year's event was called one of the toughest by many of the on-looking adults. We had competitors from all over the nation including San Diego, Miami, Boston, and Erie. The first day of the junior Nationals was very light and shifty with many 40-degree shifts. Tyler Sinks owned this day winning 2 of the 3 races. Andy and I forgot one key to sailing in any regatta, read your sailing instructions. Unknown to Andy and I, competitors were supposed to check in before every race not just the first one. Andy and I did not check in for the second and third races landing us with an extra 4-point penalty for the day. This put us

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Photo by Fried Elliott





2006 - 2007 Flag Officers

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 Club Manager..... Hugh Stallings

Cover photo taken by Cherie Branning:
 Windsurfers in the Miami Olympic Class
 Regatta 2006 at Coconut Grove Sailing
 Club.

Volume 62 Issue 2

COMMODORE'S REPORT

It is the time of year when you should have your boat prepared and a plan in place for the hurricane season. Have you established a plan in the event of a hurricane and signed the lease agreement? These are some of the responsibilities that go with boat ownership. If you have any questions or concerns, please contact the club manager, Hugh Stallings, to direct you to the proper person(s). We all need to be responsible boat owners, no matter how painful it may be to get ready.



On a fun note, Ron Rostorfer, the Race Committee Chair, will be holding monthly meetings for the Race Committee to educate volunteers about running quality races. Anyone interested, please contact Ron. Race Committee work is not always easy, but very rewarding. Great opportunity to meet other members and be part of a team!

On the horizon are the Snipe Westerns and the Opti regatta. These events will require many volunteers to make them successful. Please contact the Club Manager to volunteer your time.

We have a Bridge and Board of Directors for this fiscal year that is committed to serving the club and its members. Please direct your concerns, questions and comments to the proper individual.

Volunteers are needed to chair the Public Relations and Entertainment committees. If you have some time and skills you can lend to better the club for all, please contact me.

The main dock pilings are in need of repairs. We have received estimates, and a club member that is an engineer volunteered to review them for us. We hope to have the work completed soon.

If you did not come down to the club for the 4th of July picnic, you missed out on some great food and fun. Check the club calendar for upcoming social events. The more the merrier!

Tacking,

David Kurtz
 Commodore

VICE COMMODORE'S REPORT

Well it's summertime in Miami! My shoes are melting to the sidewalk, the traffic has improved (a little,) and it's vacation time! I have been traveling myself, Cathy and I just returned delivering a Swan 39 from Bermuda to Connecticut. We had a great sail after visiting the island. It's sometime hard to explain to my land locked friends why we go sailing for a vacation, when it involves standing watches, sail changes, sleeping and eating in shifts!!!

We then traveled to New Orleans for a retirement party of a Coast Guard friend. She served twenty three years, most of those years as a helicopter pilot. She and her husband (also a CG pilot) told stories of their experience during Katrina. The City still has a long way to go during the rebuilding, but we saw some signs of progress.

Weekends are a bit quiet around the Club, but our summer programs during the week keep on going strong. The summer camp is in session as well as the Marine Science Academy.

The house committee is busy also. Chairman Richard Hobbs and I have been surveying the property and working with manager Hugh Stallings on improvements to our Club. If you want to see these improvements, you'll have to come to the Club.

So there you have my report, if you are going on vacation, I wish you well. If you are in town, go for a sail. It's usually cooler on the water and of course when, you return, the Groves Nest Bar is air conditioned! I hope to see you there.



*Marc Buller
Vice Commodore*

REAR COMMODORE'S REPORT

How Good We Have It!

In June Carolyn, Andy & I spent some time at sailing clubs in Scotland. We visited 4 clubs, and met some very dedicated sailors.

Imagine if we had 6 meters (almost 20 feet), difference in tide. The cruising sailboats in Scotland have either 2 or 3 keels, because for at least 4 hours twice a day, they sit high and dry.

The dinghy racers, walk their boats for 100 feet or more into 50 degree water, in order to be able to sail out to the race course. We watched the race committee wade out into this frigid water almost waist deep before they could board the hard bottom inflatable. By the way the air temperature was in the low 50's in late June.

To have Biscayne Bay with year round warm water sailing is truly a wonderful treat. Having seen what other sailors are willing to go through to go sailing, has made me realize what a special place we have for sailing. It has made me decide to make every effort I can to get out on the Bay more often.

Another observation was that the one design sailors are sailing a lot more advanced boats than we sail here, with single and double handed skiffs and even Moths, These are single handed boats that have foils for a dagger board and rudder and they literally fly about 2 feet above the water.

We pondered why the boats in Scotland were so much higher tech than the average sailboat in the U.S. Andy had a good philosophy when he said: I guess if you have to drag your boat out into freezing

water, to sail in the rain, you want to have as much Fun in the boat as possible.

*Smooth Sailing,
Charlie Rahn,
Rear Commodore*



In Scotland boats sit high and dry at low tide with the 20 foot tide difference. The Race Committee has to walk out to their boats in 50 degree water.



(Snipe Nationals continued from page 1)

almost 5 points behind the leader instead of just 0.5 points behind if we had checked in. The next day came with more breeze and everyone was on top of their game. Andy and I had set the goal of making the Snipe Junior World Championships before the event and we had to maintain second place in order to qualify. The first race began and Oh no!! We were over early. This was going to be a long race. We were able to catch back up to 5th but we could not gain the last four boats. This put us in 4th place going into the last race. We were doing alright in 4th place but our staymaster spun off leaving us with no windward shroud. Over the mast bent and I yelled jibe! in order to save the mast from breaking. The mast did not break but it did force us to abandon from the final race of the regatta. We ended up a disappointing 4th place at the junior nationals. Oh well, on to the open nationals.

Open Nationals had 64 boats competing in the Crosby elimination series, which is used to split the fleet into the Heinzerling and Wells fleets. The race committee decided to divide the group into 4 fleets so that only half would start at one time much like the Opti system. The first day had gusts of up to 22 knots, some light air venue! The next day returned to the more usual light air. Four races were sailed in the Crosby series and the fleet was split with the top 34 going to the Championship Heinzerling and the remaining into the Wells consolation round, we were in the Heinzerling. Coconut Grover Augie Diaz won the Crosby with an amazing 3 firsts out of 4 races. The first day of the finals had winds much like that of the first day of racing. We had a mediocre day placing 12 and 15. The 2nd day was much better for us with lighter winds around 8 knots. We were able to come up with a very respectable 5th for the first two races of the day but the last race was way below par. At the start none other than Old Man Diaz pinched us off and we were forced to go to the wrong side of the course, for the rest of the race we would sail to the wrong side landing us with an awful 19th place. The next day there was no racing due to light air and the day was spent playing frisbee and sitting inside, boy I didn't know Pennsylvania could feel as hot as Miami.

So the regatta ended with Augie Diaz as National Champion, his brother Gonzo in 7th and we finished 10th. Overall the regatta was probably one of my most fun moments of the year with many a good party in tent city, the onsite campground named tent city by the Snipe fleet. Can't wait for the next Snipe Nationals. Don't forget about the 2006 Snipe Western hemisphere and Orient Championships coming to CGSC in October. We're going to need everyone's help to make this a great event. At the moment my Mom, Kay Voss, is trying to figure out housing for all the international teams, so if you can host a team give her a call or drop an e-mail.

In Memoriam...

Buzz Burrows

VETERAN OF WW2 AND D-DAY

1923 -2006

Our good friend, Buzz Burrows, past away a few weeks ago. During World War II he served in the Navy in both the Atlantic and Pacific. He participated in the Allied invasion of the Normandy Beaches on D-Day, June 6, 1944. He was a member of Tom Brokaw's "Greatest Generation".

In May 2005 I visited Normandy France as part of a V/E (Victory in Europe) tour sponsored by the History Channel. Walking the beaches I could not get over how beautiful and peaceful they are today. Looking out at the very blue waters of the English Channel, it was hard to believe that more than 60 years ago over 150,000 Allied troops landed on code names, Utah, Omaha, Gold, Juno and Sword Beaches. This trip was a very emotional experience. I was deeply moved and grateful to those who had fought, lived and died during World War II.

When I returned home, I shared my trip experiences, photos, and literature with Buzz. He shared his personal account of D-Day. He was a gunner on one of the landing craft which took the troops ashore. One of the divisions was to relieve the 82nd Airborne which had jumped behind German lines the night before, including the town of Sainte Mere Eglise, as depicted in the movie *The Longest Day*. In response to one of my emails of beach pictures, he said that he was crying. He had brought the boys ashore and in a few hours he brought some of them back wounded to the hospital ship.

At first I was not sure if Buzz was in the Army or Navy. I asked him in an email. His answer in very bold letters was **NAVY! NAVY! NAVY!**

He will be greatly missed.

Jo-An Pszeny



TREASURER'S REPORT

I went sailing yesterday (July 14th) for the first time 4 weeks. Rain and vacation have kept me from my boat. In fact now that think about it I have done very little sailing this past year. The emotional effects of the hurricanes and working in the club office have kept me from my favorite pastime. I now promise my boat, Dona Pituca, that I will give her more TCL and attention this coming year.

Our fiscal year ended June 30th. Because of the hurricanes and their lingering impact on our club and membership, income was down considerably than what we had projected in our budget for last year. This is reflected in the increased dues and fees which were discussed last month. Please support the club. Come down for social night. Try the dinner specials on Thursdays and Sundays. I am campaigning for a new blender

in the bar for pina colodas, goombay smashes, frozen margaritas.

The arrears list is short as compared to past months. Thank you for your efforts to pay your club bills timely.

Any members interested in being on the Finance Committee, please contact me. New ideas and points of view are essential.

Happy Sails to you,

Jo-An Piszenny, Treasurer



4th of July Rendezvous

After our long trip to the Abacos we decided to stay close to home in July. Many club members took advantage of Miami's many spectacular fireworks displays on July 4th. A group of us rafted up off Key Biscayne after a great BBQ at the club and stayed past dark to view fireworks from Bayside, Peacock Park, Coral Reef Yacht Club, Key Biscayne, South Miami, Coral Gables, Miami Beach and points South and West. The city and surrounding villages

did a great job. Our only regret was that they all went off at the same time which kept our heads turning but it made a great panorama of lights and sound. It was great to see so many boats out on the Bay!

Our Bimini Trip in August will have to be postponed but we are planning a trip to Pumpkin Key and a sail back to Miami on the outside with lines in the water (fishing lines that is) Hopefully we'll catch a few fish on the way back. Hugh, we'll call ahead so that you can get a grill ready for a fish fry when we return to the club. Let us know if you are interested in this trip.

Janice Pruett



(Editors note: Here is a copy of our bi-annual report to the City of Miami.)

July 30, 2006

Ms. Lori Billberry
Lease Management
City of Miami
444 SW 2nd Avenue, 3rd Floor
Miami, Florida, 33130

Dear Ms. Billberry,

Enclosed please find the Coconut Grove Sailing Club's bi-annual report to the City, covering the period from January 1, 2006 to June 30, 2006.

In the past six months, the Coconut Grove Sailing Club has dealt with the after-math of the various hurricanes of 2005. The building, architecturally designed to withstand hurricane force winds, had very minor damage and was quickly repaired. The mooring field, however, was more substantially impacted, and required a few months to return to full operation. One of the advantages of the deadweight mooring system that we employ, and that other marina operators similarly employ in Florida and other states, is that moorings can be easily re-set after storms, thus shortening the down period required of other systems. Utilization of the mooring field has been reduced by approximately 50 boats, due to the number of boats that were damaged or sold following the hurricanes. Given the current scarcity of boat storage facilities we estimate that we will return to full capacity in three to five years. In comparison, it took ten years to return to full capacity after Hurricane Andrew.

The members have approved an increase in moorings fees and membership dues in order to cover the shortfall in income while continuing to maintain full services. This increase now places the club on the high end of market rates for boat storage. Members have indicated that they are willing to pay premium prices for premium service: i.e. 24 hour free launch service, 24 hour on-site security, on-site dock staff, equipment storage, club house facilities and safe on-site parking.

Several new initiatives have been undertaken to better prepare for future hurricanes. A strong emphasis has been placed on educating the membership on the importance of evacuating the premises during a hurricane. The club has strictly enforced this policy this year, has strengthened its mooring license agreement, and has bolstered educational efforts for new members. We have also run a very popular program of classes on hurricane preparedness, which were open to the public free of charge.

I am proud to report that the hurricanes had no impact on our various community sailing programs which continued to operate in full force just days after the various hurricanes had dissipated. These programs are heavily subsidized by our boat storage income, but benefit from a strong volunteer component. For example, volunteers worked assiduously to prepare for four hurricanes by storing all the community sailing program boats inside the clubhouse or at their homes. While all programs utilize professionally trained coaches under the auspices of the United States Sailing Association, volunteers supervise the management of the sailing programs. The sailing programs have also benefited from donations from the Coconut Grove Sailing Foundation and well meaning members of the greater Miami area. All community program boats survived the hurricanes.

The club now offers sailing opportunities for all levels of the public: summer learn-to-sail courses for children, racing clinics on optimist prams for children from age 7 to 13, laser racing programs for teen-agers, adult learn to sail programs, sunfish racing clinics, adult sailboat race management. All these courses are open to the public. In addition, the Coconut Grove Sailing Club partnered with local organizations to provide specialized sailing programs. These programs include the Miami-Dade County Public Schools Marine Science Academy, the University of Miami Intercollegiate Sailing Team, St Stephens After School Program, and Ransom Everglades Middle After School program.

The popular Virrick Park Pool Outreach Program, which is done in conjunction with the Woman's Club of Coconut Grove had to be cancelled this summer since the pool was scheduled to undergo repairs. However, the Sailing club has partnered with the Woman's Club and the Rotary Club of Coconut Grove to publicize the Sailing Club's summer sailing program with Virrick Park Pool graduates. The Sailing Club and the Rotary club are jointly offering full scholarships to all Virrick Park graduates so that they can participate in any of the club's regular two week learn to sail summer camps.

I am also proud to report that the Coconut Grove Sailing Club's outstanding race management program continued unabated despite the storms. International regattas included the Rolex Miami Olympic Classes Regatta, the Commodore Rasco Snipe Regatta, and the Don Q Rum Keg Snipe Regatta. More localized regattas included the Coral Cup, C-Gull Cup, Goombay regatta, and the monthly Biscayne Bay Yacht Racing Association races for one design sailboats and larger PHRF handicap races.

The Coconut Grove Sailing Club has continued its policy of making the meeting room available to local community organizations free of charge. The low-cost City of Miami social membership program has brought new vigor to the club as more people get the opportunity to learn about sailing and become involved in the various facets of the sailing community.

If you have any questions about our programs or operations I would be most happy to meet with you and discuss them.

Sincerely yours,

Andrea Stringos
Commodore
2005-2006

Summer Sailing Program

Once again the month of July at CGSC was jam packed with kids activities. CGSC had students from 8 to 15 years of age sailing in the PRAM, OPTI, and Sunfish sailboats. They were instructed on the art of sailing and the safety needed on the water. There are both beginners and intermediate sailors in the program. Thanks to Dick Crisler who will be finishing the Summer program as director. Jeanine McCleod did a spectacular job organizing the program and we hope to see her again in the future.

The Miami Dade School program, HMS Crew Summer Science Program, was in full swing. Students had to apply to attend this summer school session. They were instructed in sailing, canoeing, kayaking, and snorekling. There were science classes and science labs. Dave Diamond and Ron Malone were the on the water and science teachers.

Photos of combined Miami Dade School students and the CGSC Summer Sailing students.



Photos by Alyn Pruett and Tom Reese.

4th of July Celebration at CGSC



4th
of **JULY**



From The Manager . . .

When I moved to Miami, I was told to anticipate some slight afternoon thunder shows during the summer months. That's fine, but no one told me it was the monsoon season! I guess you live and learn. Actually, to me, I enjoy the weather change. If you can't have seasons, you can at least have daily weather variations.

Speaking of seasons, it won't be too long until summer passes and we all start planning for the winter holidays. It's never too early to pick a date and start planning for a personal, family or office holiday party. The earlier you pick your date the better. We'll assist and make sure your holiday gathering is both successful and worry free. Call early for dates and prices.

You want a big party? Consider multiple hosts. A party for 30 people may cost \$1,000. But if 4-5 couples join

together to co-sponsor an event, they could easily host a \$7,000. to \$10,000. party for a hundred or so guest - hire a band and host an open bar and split the cost. Just think of the type of event you could co-host for \$10k! On the opposite side, we can provide you and your friends with a nice reasonably priced holiday party luncheon or dinner. But lock in a date soon - available dates and times are limited.



We'll talk again soon,

Hugh

“Hugh’s Q & A”

Q) I'm a Social Member. Seems like every time I turn around the rules for us change. At first we could charge, now we can't. We use to get bills and statements, now we don't. It was fun getting the newsletter "Channel", now I'm told to read it online. What's next? Is it really worth the expense?

A) I understand your concerns and how you may have come to this point, but lets look at the other side of the equation. First, a \$50.00 membership fee is a long way from what the regular club members pay. Granted, your benefits are limited, but \$50. is a night at Senior Frogs in the Grove, but Social Members have the exclusivity of entertaining their guest on the waterfront and may enjoy club functions that non-members are prohibited from.

In instituting the "Pay as You Go" plan, we eliminate a heavy financial burden on the club in the printing and the mailing out of monthly statements.

We truly respect and appreciate our Social Members and invite you to utilize the club as often as possible. In the future we hope to provide more events that will make you feel more comfortable. If you have suggestions, let us know.

Kitchen Hours



Wednesday , Thursday
and Sunday

11:00am – 8:00pm

Friday & Saturday

11:00am- 9:00pm

Thursday Night Special
New York Strip Steak Dinner
\$12.00 Between 6-8 PM

You need to call ahead to reserve yours.

August Racing Schedule

August 5	CGSC COMMODORE'S CUP CHAMPIONSHIP (JUNIOR AND OPTIMIST LASERS DINGHY CLASSES)
August 5-6	Summer in the City Regatta – MYC
August 12	SINGLE HANDED RACE – CGSC (And Race Committee Party!)
August 13	DOUBLE HANDED RACE– CGSC
August 19	Conch Cup - MYC

ISLA MUJERES RACE

(REGATTA del SOL al SOL)

The 38th St. Petersburg to Isla Mujeres, Mexico (near Cancun) sailboat race was April 28, - May 2nd. Some at the CGSC have sailed the race before, but it is quite the scheduling act to move an east-coast boat across the state, sail the race, then get the boat back. This is what we did with FINESSE, my Tartan 34 Classic. Some of the time conflicted with the April Key Largo race, a great favorite for some of the crew. This led to the boat and myself being away almost a month. It would otherwise have been a shorter affair, but more pushy. The legs were: 1) Miami - Ft. Myers Beach, 2) Ft. Myers Beach - SPYC, 3) The SPYC - Isla Mujeres Race and 4) Isla Mujeres - Miami.

Leg 1) Miami - Ft. Myers Beach city moorings - 200 miles Plans are necessary, as working people know, but are often hard to implement. In February I contracted with three gents to paint the deck and trim on FINESSE and paid them half the fee with the other half due upon completion. They sanded for weeks, did strange painting on some other boats making the owner's so mad that I think they turned them in to the INS. They disappeared altogether leaving sanders, drills, paint and their boom box on the boat, not to be seen again, ever. I knew there was a problem when a twenty year-old leaves his boom box; that must be a first!!! I'm not mad at them as they did about half the work and got half the money. The boat looked truly 3rd world tho, and I was ashamed, but had to get moving with the boat a mess until late June when Robert Cox (305.218.1981C), a fine craftsman, Awlgrippped the boat to perfection. Feel free to see FINESSE's paint job on the moorings. A pity we couldn't have felt better and shown her off along the way: SPYC, Isla, etc.

Fuel (including an extra can to avoid wasting time in fuel searches), food (Lynn got it all), drinks and water aboard. Vladimir Stroleny, Mike Lovelady, Lynn Millard, Renny Young and I left early Thursday, April 13, planning to go outside and sail the 100 miles overnight to St. Lucie inlet. We could then motor up the St. Lucie thru the locks and across the corner of Lake Okeechobee to the Pahokee Camp Ground in daylight the next day. The day after we could motor down the Caloosahatchee to Ft. Myers Beach and those with a strong work ethic could be back on the job on Monday. Yep, we had a good but exacting plan, but the wind was N at 25K. Julia Tuttle bridge is lower than the rest, 56 feet instead of 65, but our 51+ was O.K., so we motored to Ft. Lauderdale ASAP. No wind change, so the die was cast if we were to stay on schedule. Motoring the intracoastal at night is real work and dangerous. Most people think its lunacy, including me; however, the working people won out and off we went - all night!!! Renny had brought good chart lights, so with lit chart in hand, two people on the bow with a searchlight, much collaboration and long waits for bridge openings we were there at daybreak. We would find the markers on the chart, yell for the bow to look for them, they would find them and yell back, then again, and again, and again. In between that Lynn fixed food, which she is very good at, and on we went. We found that the bridge tenders cut NO slack; they seem to make you wait as long as they can, which cost us hours. A truly depressing thing is that the entire coast from Miami to St. Lucie is wall-to-wall buildings. Many seem to have nobody

in them, and they block everything. It is truly a disgrace. Next day was leisurely up the river and canal thru the locks. The old RR bridge just before Port Mayaca (east side of the lake) is about 53 feet and we passed O.K. I'm told you can hire barrels to be water-filled to heel boats there. Upon calling Pahokee (Mel Tillis fame) we were told that the camp and cottages were closed from hurricanes, and that the state was doing no repairs. This seems a shame as the spot is secluded, serene and nice. We diverted to Clewiston to the Roland and Mary Ann Martin Marina, right on the waterway. Mr. Martin is a TV bass fishing personality, and they offered all we needed: fuel, water, showers, food, drink, and live music. It was Friday eve and Deborah Pepper and Barry Hutchins joined us, having driven up from Miami, so Pepper could come down the river with us. We all had fun and danced even tho my knee hurt. Renny did a powerful interpretative dance, which hasn't been interpreted yet. A great time!!! Up and off down the Caloosahatchee Saturday. We had great weather, very scenic views and good speed to the Ft. Myers, Rt.75 bridge by sunset (grand) to anchor for food, drink and sleep. Sunday was a short trip to the Ft. Myers Beach city moorings at which FINESSE was to remain for a week. We were met by Jim Rodwell (past CGSC Treasurer and Director) in his outboard for the trip ashore to his house to meet wife Dorothy and wonder dawgs Tyke and Molly. It was early PM and our plans fell down here as some folks wanted to visit awhile and the Rodwell's had food planned. However, Rob Quinlivan who was providing transport had to hit the road, so some looked-forward-to renewing of old friendships and starting new ones had to be foregone. Renny rented a car also as six people had to return. I stayed at the Rodwell's for over a week, loitered, saw the area, changed the oil and tidied things up on FINESSE. Ft. Myers Beach is pretty laid back and isn't big, but can be touristy. Jim grows Heirloom tomatoes; a real treat.

A CRITICAL ISSUE IS THAT CGSC FOLKS SHOULD GO ACROSS THE LAKE AND DOWN THE CALOOSAHATCHEE AT LEAST ONCE. A large boat isn't needed, and the whole thing is really worth seeing. There are many places to stop along the way, and one can easily return by way of Florida Bay for a "roundabout".

Leg 2) Ft. Myers Beach - SPYC - 130 miles Renny rejoined me after a week, left his car at the Rodwells, and off we went in the PM planning to pass under the Sunshine Skyway Bridge in daylight the next morning. There was wind and we sailed faster than expected arriving at the bridge at near pitch black. But what a treat; the marks were well lit and from the GPS, chart and sightings we knew well where we were. For those who do not recall, that bridge had to be dismantled some years ago after a barge nearly destroyed it. It's now built back and the cables suspending it from the two large pillars are lit well and make a beautiful night scene.

Once inside the bridge Tampa Bay goes nearly 30 miles north with St. Pete. to the west. We chugged up the bay, saw the sights, including a few ships, ate treats, had beverages and were in a slip at the SPYC in the AM. The SPYC treated

us well, was well prepared to get all contestants going, and simply gave us a card with a number for all our charges there. We had the run of the large and beautiful club from that time on. It was great to right away see old friends Dr. Bill Welch and Sherry with their Florida Bay Coaster.

Leg 3) The SPYC- Isla Mujeres Race – 500 miles
A west FL PHRF certificate is required for the race, Offshore Racing Council Category 2 rules must be met, a life raft, EPIRB, satellite phone or SSB for calling in positions at 9AM and 9PM – or a transponder for auto-position reports, and charts plus pilot charts are required. This is in addition to paying the entrance fees, some fees for Mexican immigration and customs, docking, etc. I got some significant help from my friends or I'd be paying yet. There are several race classes totaling 26 boats and we signed on in the only spinnaker class; the ratings are influenced based on which class you're in. The entire fleet and all details may be perused on: www.regatadelosolal.org, and it is worth a look for some folks.

Orientation sessions were conducted for us: weather, Gulf currents and east-west currents in the Straits of FL, safety, etc. The race is from the SPYC and ends off the N tip of Isla Mujeres, and we are not to go within 15 miles of Cuba.

The start was at 8AM April 28, and we had: Emy Martinez-Navigator and Spokesperson, Bob Gruber from Atlanta, and Dr. Phil Kellett and myself from the CGSC. We just met the four person race minimum and knew that wasn't good, but had been unable to get more for the race and back. The rhumb line was about 210 degrees and we had 25-30 knots off the port aft quarter most of the time once we cleared the bridge, and were sailing 7-10 knots with the asym. The waves were short and nasty, and everyone was O.K. with the helm until dark. Then some folks could handle the squirreling, but some could not. So we had to drop the asym and go with the 150 jib in the darkness. I knew this would cost us dearly as the vintage of FINESSE's hull design requires that she be always sailed to the max to rate over the more modern boats. Quote: Carleton Mitchell – three time Bermuda winner on an old Bahamian saying: "You eats what the cook serves." In other words, you do your best in the conditions at hand. We planned to drive south to near 50 miles west of Cabo San Antonio, Cuba, testing the current now and then. The wind forecast did not call for steady east winds only, so we felt we had to get south far enough to handle the northerly current near Isla Mujeres if the wind went south, which it never did. The current is: 50 miles out- 1 knot, 75 miles out-2 knots, 100 miles out-3 knots. It is 108 miles across, so if you're near the other side with no wind or a south wind you can get carried north of the Yucatan and can hang around for days. It's not that dissimilar to "our" Gulf Stream where Greenland always awaits thee. We played conservative of necessity, I guess, and found we could hold our course fine with the wind we had wherever we were. Upon approaching the finish, however, we discovered both boat batteries dead (too many lights for too long), the satfone dead, and we couldn't start the engine with the crank. We had to make two calls: our position and the Mexican Navy finish boat which Emy

had brought us in sight of. I plugged the satfone to the boat's batteries and Emy was able to tell them we're crossing without lights and ask directions to the docks. They responded that they saw us, to finish, and a tow boat would get us. We finished and sure enough here they were. Whoopee!!! What a happy time as we were dead tired!! We had been in route 3 ½ days. There wasn't much to getting to the docks, but having not been there before and in pitch black with no lights nor fathometer we were prepared to anchor till morning. Needless to say, the engine started fine with the crank when we got around to it, and the flat AGM batteries recharged fine.

We were treated great. There were activities for each day or eve, much entertainment, and we toured the island on scooters.. The sailors have always competed with the islanders in basketball and lost. This year, however, the sailors bribed some of the locals for their team and won; 1st time in 37 years; they were so proud. The Skippers appeared before the town Council and Mayor for a Letter of Appreciation, there was a great trophy presentation and dinner, and the town was donated a new genset and sonogram machine for their clinic. We had finished 4th in class, and got trophies galore. There is very strong camaraderie between the SPYC and Isla Mujeres.

Food and drink is fine at Isla Mujeres, but we had seen the sights, been there a week, and Emy and Bob had rejoined the ranks of the employed. The weather was excellent so Dr. Phil and I made our move.

Leg 4) Isla Mujeres – Miami - 550 miles.
We left after breakfast and generally sailed toward Key West searching for the easterly currents we had read about. Whoopee! I can almost say that "there weren't no such thang", when we were there. We just sailed, motoring when there was scant wind, snacked, slept and toyed with tying the helm to keep our course. I had neglected to resurrect my autopilot. We kept a watch the whole time, as we did on the race, but didn't see many ships. Those we did see, particularly in the gulf, seemed to be aware of our presence and steered off from us. This is a comforting thought, but not one to depend on. We took off fine once we hit "our" Gulf Stream and Phil with the GPS brought us in perfectly just N of Fowey on course for Biscayne Channel in a driving rain. Our spirits were high, we dried out soon, had some cool ones and were back at the CGSC at 10PM Tuesday, May 9th just after the Social Nite crowd had gone. We had been 3 ½ days. Lisa asked where we had been and we just mentioned "out sailing".

Do it friends!!! Go sailing!!! There's no time like now. See you at the CGSC.

Bill Beavers - Moorings

Left, Trophy Time!



Right, Bill Beavers, Emy Martinez, Phil Kellett and Bob Gruber.



ANNOUNCEMENTS:

Parking: Due to excessive crowding in the parking lot, the club will be towing cars without parking stickers. No exceptions allowed! If you are a regular or life member you are entitled to purchase a parking sticker. Please make a copy of your car's registration and take it to the office. Social members, non-resident members and youth members are not entitled to purchase parking stickers.

Ample public parking is available across the street at the Sonesta Parking lot.

Dog Policy: Please, please, please:
NO DOGS UPSTAIRS

Dogs are welcome downstairs on a leash. Please show courtesy to the kids and sails drying on the lawn by picking up after your dog.

We appreciate your understanding on this matter.

SAILING DIRECTOR SOUGHT:

If you know someone who is interested in working at the Club, please let them know of this opportunity.

Requirements:

*US Sailing Level one instructor – minimum,
First Aid /CPR.

*Racing experience / coaching skills
Have ideas and the willingness to expand
our programs

*Ability to work with the Board of *Directors to
further these goals.

Please contact the front office or Rear Commodore:
rearcommodore@cgsc.org

Charlie Rahn R.C.

DIRECTORY UPDATE INFO NEEDED!

The Membership Committee is in the process of updating the membership directory. Please look for an insert in your next statement regarding the membership directory. Complete and return the form along with your statement. Alternatively, you can complete the form that will be posted on the CGSC website. As soon as we can get all the information compiled, we will make the new directory available to you.

Thanks
Janice Pruet

THE CLUB NEEDS YOUR HELP!

Next year, in May, the CGSC will be hosting the Florida Opti Championship. This is a commitment that all major Sailing Clubs have periodically with the Class. We can show our value as a serious sailing organization to the City, the State, the Nation and the World since this event is published and followed up by thousands of people around the world. WE NEED AT LEAST FIFTY VOLUNTEERS. We have various committee leaders and contributors positions in many areas, such as space logistics, sponsoring, public relations, safety, race committee, food and activities, registration, budgeting and many others. This is an event that will

bring around 200 Opti sailors with parents, coaches and friends, so the impact in our community will be great and positive. As you know the difference between positive and negative will probably be having a well organized event or a poorly organized one. This mostly depend of the attitude and number of volunteers we have.

If you feel that this is a great cause and you want to help our Opti racing program, please give us a call. Antonio Bejarano (305-588-0084 Antonio1Bejarano@aol.com) or Hugh Stallings.

I am looking forward to meeting you.

The Sasaki alternative designs presentation for the Coconut Grove Waterfront Master plan is currently scheduled for mid July. For further information on scheduling please go to: <http://projects.sasaki.com/coconutgrove>

To review the work in process go to the above website and click on "work-to-date" to view the analysis presentation, the image boards, and the goal statement boards.

SOMETHING NEW FOR AUGUST!

Starting with the first Wednesday in August, CGSC we'll be open for Cocktails from 11 am 'till 10 pm along with full lunch and dinner service from 11 am-8 pm.

To kick off the first Wednesday (Aug, 2nd), we'll feature happy hour drink prices all day -
What a Deal!

Meet your friends and enjoy "Hump Night!"

Donate Your Old Sails!

I am collecting unwanted sails to deliver to fishermen on the Northern shore of Haiti. They build their own sailboats and commonly fashion makeshift sails from old flour bags, clothing, and plastic bags. Donated sails in virtually any condition would be useful. The improved materials would allow for less sail maintenance and more efficient fishing. Donations are tax-deductible. Pick-up can be arranged. Call me at (305) 321-8273, or email m.carcaise@umiami.edu



Thank you,
Michael Carcaise
UM Sailing Team Member

RACE COMMITTEE NEWS

NOTICE

CGSC's august race committee meeting will be the second Tuesday, August 8th

Starting promptly at 7:45 pm right after Social Night
Won't last over an hour!

Featuring practice starts in the meeting room with people being boats!

It will be fun and interesting

Current rc members and newcomers welcome

No racing or RC experience required!

MARK YOUR CALENDARS NOW!

CGSC's Annual "Summer Sailfest Weekend" August 12-13 is fast approaching

Featuring
Our Annual Single Handed Race on Saturday, the 12th

The Race Committee Party Saturday night with the great band "The Outriggers"

Race Committee shirts for 2005-06 will be presented, along with other awards

Then, the Annual Double Handed Race on Sunday, the 13th

See the CGSC Website or race bulletin board for details. Advance registration required for the races.

Past Commodore Andrea Stringos hosted a dinner for her Flag Officers, Board of Directors and Committee Chairs for their outstanding service to CGSC during the 2005-2006 term. It was a great dinner and an impromptu reporting session for the last year.

In Appreciation



CLASSIFIEDS

Month 1

FLYING SCOT 4156 FOR SALE; fast hull, competitive sails, well maintained, it has all of the racing upgrades. The vang is adjustable at the helm, the spin halyard is led to the back and has a take up reel, spin sheets are under the seats, jib sheets are lead to seat blocks, and the pole downhaul is under the deck. This is a great boat for racing or just sailing to the sand bar etc. \$5500.00 call Bud Price 786 303 2921.

25' Cape Dory (1982). Excellent condition, sleeps 4, standing headroom, Yanmar diesel, bimini, many upgrades including sail covers, sails, roller furling genoa. Email Mayras1957@aol.com or 305 610 0988. Asking \$12,500.

Month 2

KAYAK: Perception Prism, 14'-2" plastic sit-on-top kayak with rudder, 2 storage hatches, Harmony Mariner paddle, adjustable padded seat, and small anchor w/ folding flukes; approx 7 years old; \$400 OBO - call Larry @ 305-663-9836 (evenings / leave message).

Month 3

1980 MORGAN 321 "Ruthie" Great Keys and Bahamas cruiser, 4 ft encapsulated keel, new roller furling jib, 11'6" beam on deck, spacious teak interior with new 5" foam cushions, accommodates for four comfortably. New standing rigging, thru-hulls and bottom paint. Powered 2 cyl. Yanmar diesel, she is equipped for cruising and ready to sail away. Located at Dinner Key Marina, asking \$23,500.00, serious buyers call 305 856-1653.

Itzabote for sale: 1986 S-2, 30 ft., center cockpit. Draws 4'. Sleeps 4 in two cabins. All new standing and running rigging. 305-651-0118.

1983 CATALINA 22, Swing Keel, Pop Top, Great Condition, On Mooring - Ready to Sail, 2005 upgrades / improvements - Bottom Paint / Refinished Keel, Rebuilt Trailer, New Running / Standing Rigging, Single handed sailing / all lines to cockpit. CD Stereo, Nice cushions, Bimini, Sail covers. 1995 Johnson 9.9-Runs Great. Call for Info, Serious buyers ask to take her for a sail. Asking \$5,500, Call Scott 954-920-4945

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 notifies 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.

Deadline: All Ads, articles and pictures for The Channel must be received by the **10th** of the month. Please send articles and ads as a Word document and pictures as jpeg attachments to cebranning@bellsouth.net.

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

Social Membership

is available to City of Miami Residents and City of Miami Employees. This membership is valid Jan 1 through Dec 31, 2006 and is renewable on an annual basis. Please inquire at the club for details or call the office at 305-444-4571

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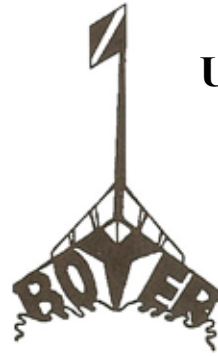


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Augie Diaz Wins Again!

Five CGSC members traveled to Erie, PA to compete in the 2006 US Snipe Senior Nationals in Presque Isle Bay in Lake Erie. Our Nick Voss sailed in the Juniors AND the Seniors and sailed outstanding. More than 55 Snipes participated coming from California, Nebraska, and other far away states. The competition was fierce with several National and World Champions in Snipes and other classes in attendance. There were 10 races held with the first four as qualifiers. A competitor carried his place in the qualifiers as one race of the finals. Conditions varied from 14 to 15 miles per hour gusting to 21 mph in several races to about 5 mph with varying directions.

Augie Diaz of CGSC won the Seniors and did not have to sail the last race. But, he was ready to sail, because he loves the competition. Augie has won the Snipe Nationals in 1973, 1976, 1980, 2000, 2001 and now in 2006. Other CGSC that participated were: Gonzo Diaz in 7th, Nick Voss in 10th, and Old Man Diaz in 26th in the Championship finals. The Old Man won the

Maters Endurance as the oldest competitor. Ken Voss was 5th in the Wells Series.

The youngest competitor was 8 years old! What other class can span from age 8 to age 76 and all be competitive and all have fun. The Erie Yacht Club hosted the event and did a great job with onshore and offshore management. A great time was had by all. For results go to <http://www.erieyachtclub.org/2006snipe/results.htm>.

Regards,
Gonzo Diaz



Photos by Fried Elliott



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