



November 2006

Public Schools Begin Third Year at CGSC

Miami-Dade County Public Schools is very proud to announce our third year anniversary of partnering with the Coconut Grove Sailing Club. The continued growth of our programs can be directly attributed to the strong cooperation between M-DCPS and the CGSC. The contribution of the CGSC has been immeasurable, as we continue to grow and expand our programs year round. By providing free instructional programs and usage of the club's facilities, we are reaching hundreds of new students each year.

The water related activity opportunities and Marine Science experiences are truly a new and unique experience for our students. Without our association, many of our public school students would never be exposed to the marine environment

or granted such wonderful opportunities. Children of all backgrounds and abilities, including students with cognitive and physical disabilities are being introduced to canoeing, kayaking, sailing and snorkeling for the very first time. This beginning instruction is most imperative in helping our students develop sound fundamentals and a passion for water related sports which can be pursued for a lifetime. The success of our programs can easily be seen in the faces of our students and measured in their advanced physical abilities and academic enrichments.



Our students display tremendous enthusiasm and have shown rapid improvements in their abilities. Additionally, students have been able to explore the natural marine environment through our innovative Marine Science Academy and summer H.M.S. Crew

continued on 4





2006 - 2007 Flag Officers

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 Fleet Captain Charlie Rahn
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 Snipe Racing Gonzalo Diaz, Sr.
 Strip..... Bud Price
 UM Sailing Coordinator Charles Rahn
 Webmaster..... Beth Hernandez

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 5

COMMODORE'S REPORT

A huge thanks to the members who took their time and dedication to the club seriously to come out for work week-end. Marc Buller did a good job of coordinating the different tasks. The club looks much better. It was good to see the Sea Scouts helping (they are in the process of making a new home at the club) for week-end. Contact the office if your children are interested in joining the Sea Scouts.



There has been a barge with a crane and wood chipper on the mole island in front of the club recently. They are removing the non-native trees and shrub.

The Coconut Grove Foundation has donated eight almost new Sunfish boats to the club to be used for the adult sailing programs and racing. A big thanks to the foundation!

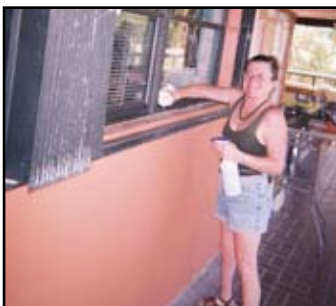
The club will host the Snipe Western Hemisphere regatta October 22 to 26, 2006. If you have some time to volunteer for this event, please contact Hugh (Club Manager) at extension 10. The closing ceremonies and dinner will be on Thursday, Oct. 26. Because of this, the General Membership meeting scheduled for October 26, has been rescheduled to Friday, October 27, 2006 at 7:30.

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! The racers really like and appreciate quality race management. Help make the CGSC one of the best Race Committees on the bay.

The Flying Scott sponsorship program has two boats available. These boats need someone to sponsor them. The club is in the process of refurbishing them. Contact Bud Price, Hugh or me for details.

Jibe set,

David Kurtz, Commodore



VICE COMMODORE'S REPORT

It's a great time to be at our Club! There is a lot going on. We cleaned up last month, thanks again, and enjoyed the Annual Regatta. With the changes of the seasons, we are set for great sailing on Biscayne Bay. I hope to see you out on the water whether it's a regatta or just cruising.

The Club has also been in the local spotlight. We hosted an impromptu Grove Village Meeting when the

meeting was cancelled at City Hall. We were able to host the forum for District 2 commission candidates. We welcomed them to the Club and stand always ready to help the Community. The next week, we hosted a luncheon for the Grove Chamber of Commerce. Once again, the District 2 candidates were welcomed and we were showcased in the Community!. I addressed the group, after talk of "Grove History" I reminded the Chamber (and the candidates) that we've been here for over 60 years and is part of that history.

As we head into the Holiday Season, I wish the best to you and your family. Enjoy Thanksgiving and come by the Club. I'll see you there.



*Marc Buller,
Vice Commodore*



Volunteers Needed

CGSC is hosting the Snipe Western Hemisphere and Orient Championships on October 23-27. I am in charge of the measurement of boats and sails for this event, which will take place over the weekend of October 21-22. I am looking for volunteers to help with this process (basically weighing boats, measuring sails, looking for safety equipment) during those two days between 9AM and 5PM. If you have a morning or afternoon (or better both) on that weekend I would appreciate the help. Please e-mail or call 305 662 2370 if you can help.

Thank you

Ken Voss

voss@physics.miami.edu

Regatta information: For the Snipe Class, this regatta alternates years with the Worlds, so is the big event, in the Americas and Orient for this year. The event is invitational (each country is eligible for a certain number of slots), but this year we will have 50 boats sailing, a record, and the maximum amount possible by the regatta Deed of Gift.

(Public Schools from 1)

Science Academy and summer H.M.S. Crew Program. Studying the ecosystem indigenous to the South Florida coastal areas brings life to their textbooks.

We would like to thank all past and present CGSC commodores, board members and sailing directors for providing a partnership second to none for all of our students and for allowing for professional growth opportunities to our staff and families.

Dr. Jayne Greenberg M-DCPS



ADULT SAILING

Having served as the Adult Training Chairman for many years in the past, I am pleased to be able to return to that position this past month. This was brought on by the strong interest in dinghy level sailing by our own members, and especially those inspired by the efforts of our own Beth Hernandez who has been leading and inspiring a group of members, especially those with their own or using sailing club Sunfish boats to become better sailors and even participate in weekly racing on a regular schedule.

On October 1, with the help and support of Beth, we conducted a Sunfish sailing clinic, addressing the needed issues of the participating sailors. Based on the remarkable difference between the morning session and the afternoon session, I can only suggest that it was a success. Most of the students agreed and asked for more similar sessions.

This was very gratifying to this long-time member, and I especially want to thank Charles Branning, a very experienced and race-proven Sunfish sailor and dedicated member of our club for his volunteer support and help with this special clinic.

The participating students seemed extremely happy with their learning experience and asked for more clinics in the very near future.

In the meantime, with the help and support of our

new Sailing Director, Nick Mansbach, we have scheduled a weekend Learn-to-Sail program for October 14-15. At the time of this publication, we are hoping that this very FULL class not only learned about sailing, but are now interested in Club Membership.

Fair Winds and Safe Sailing to ALL,

Richard Crisler



Youth Sailing

From the Sailing Director

I'm proud to say all of our programs are up and running and doing well. Although most of these classes are entry level, most of the students will be able to evolve into different programs i.e.; after completion of Youth Learn To Sail, move into Green Fleet.

We are also in the process of becoming a Keelboat Certification School with US Sailing, so be looking forward to those classes to begin in November. I would like to thank Richard Crisler and Phil Kellet, without their help none of this would have been possible (next time you see Phil about, give him a congratulatory pat on the back for passing his Level 1 Keelboat Instructor class)

Here is what's going on in the clubs' sailing world:

* Adult Sailing Class Saturday Oct.14th & Sunday Oct 15th

(This class is full but I've started a waiting list for Nov)

* Wednesday we have a youth Learn to Sail class from 3:30 until 5:30 (we still have spots available for this program)

* Saturday Youth Learn To Sail from 9:30 until 3:30 (we have a couple of spots available)

* Ransom-Everglades Middle Learn To Sail Monday's & Thursdays from 3:30 until 5:30

* St. Stephens Science Academy Wednesday's from 3:30 until 5:30

* MDCPS visits 2 to 3x weekly and do Learn to Sail, Kayaking

* Optimist Dinghy Green Fleet practice every Saturday from 9:30 until 3:30

* Two Sunfish Clinics were offered under the guidance of Beth Hernandez, and taught by Richard Crisler and Charley Branning

* And finally we are going to start offering Adult CPR & First aid classes here at the club probably starting in November

That's all for now

Tight Lines

Nick



Ransom Everglades Middle School

The Ransom Everglades Middle School sailors are having a fantastic time with the Coconut Grove Sailing Club out on Biscayne Bay! The twenty students sail at the club two days a week after school, along with their school teachers/sailing coaches, Leslie Morris, Josh D'Alemberte, and Allison Matulli.

So far we have learned the components of a sailboat, as well as basic techniques for sailing in various wind patterns. Nick Mansbach, CGSC's new Sailing Director, and Nick Bellini, our new instructor, have been tremendous providers to our program by helping all of our sailors become more proficient in their sport. Nick and Nick accomplish this through active instruction and genuine care for the development, safety, and enthusiasm of our kids. One seventh grade second-year sailor, Eilika Podack, will even begin assisting elementary school children in learning to sail at CGSC this fall!

The main objective of our program is to instill a love and basic knowledge of sailing into these young sailors, and to hopefully promote a lifelong passion for the sport. Many of the Middle School sailors will go on to the Upper School's remarkable waterfront facility, home of the varsity sailing team, which has been historically competitive at the national level. For now, though, we are simply hoping for more gorgeous weather and lots of fun!

Leslie Morris
Science Teacher & Sailing Coach
Ransom Everglades Middle School
2045 S. Bayshore Drive
Coconut Grove, FL 3313



Canes Keep Charging

UM's performance the weekend of Sept. 16 & 17 was the **BEST IN THE HISTORY OF UM SAILING**. We sailed against 15 other varsity teams from all over SAISA in Charleston, South Carolina. We raced against teams such as North Carolina, Tennessee, College of Charleston, Clemson, Vanderbilt, Duke, Davidson, Rollins, Eckerd, South Florida, University of Florida, FAU, (that's all I can remember) and WE BEAT ALL OF THEM, besides Charleston, who had their home-court advantage. Although we weren't sailing against their top guys, it's also good to note that Charleston sailors are the **Reigning National Champions**. That's gotta say something about the degree of the competition.

For all of you guys who have never sailed out of Charleston, where they have you set up in the mouth of Charleston Harbor, which is the union point of the Ashley and Cooper Rivers as they join up to flow out into the Atlantic. Right there, in between a shipping channel, the U.S.S. Lexington aircraft carrier and Fort Sumter (where the Civil War started), is where they race you....there is a TON of current. The tidelines and geographically derived windshifts make for some important local knowledge, not to belittle the achievements of the Charleston kids, because they sailed extremely well, but they knew their home turf pretty comprehensively. We sailed 8 races in breeze that built from 3 to 5 to about 15 knots on Saturday. On Sunday, two A races were sailed. Jon won the first, and finished second in the second race, however that race was abandoned because the wind died. Because the necessary accompanying B races were never sailed, all of Sunday's racing didn't count towards the final scores, which was disappointing as Jon significantly narrowed the margin on Charleston in that first A race.

To clarify: Sailing for us in A division were Jon Modica and crew Meaghan Fondiller, who **NEVER HAD A RACE OUTSIDE OF THE TOP THREE**. Superb speed made possible a score only four points behind that of Charleston's A skipper. Their scoreline in the 8 races reads; **3, 2, 1, 3, 3, 3, 2, 2**. An outstanding showing.

Team 'alligator smooth' sailed B division. This team was comprised of myself on the helm, with Dan Nassar in the front of the boat. We were slightly less consistent, had some ups and downs. We opened the regatta with a perfect rotation (first time I've ever done that in Charleston, highschool or college, skipper or crew), but were over early in the fifth race. We cleared ourselves, however I ended up "praying instead of sailing" in the very accurate words of Coach Craig, and made a bad decision banging out to the unfavored



corner, earning an 11th place finish. Our scoreline for the 8 races: **1, 1, 2, 5, 2, 11, 2, 3**. All in all I'm pretty happy with how we placed, minus my glaring easy error.

Alex Kaplan, our alternate, was a true team player, and selflessly sacrificed his sailing time to allow Dan and I to continue with our streak of success. His contribution to the discussions in my off rotations was invaluable, and as usual, his presence uplifting and hilarious. His skills as a cabana boy have my back very happy and sunburn free as well. I love you, baby.

Coach Craig aided our performance immensely, more or less completely dissecting the course for me and giving race play-by-play as we watched the A fleet sailing better than Gary Jobson himself. His discussion and ideas prompted sailing success, and kept me on point. His coaching style compliments my sailing tremendously, and Coach I speak for everybody when I say we love havin you with us.

So....the upshot of all this...**WE PLACED SECOND OF 16 VARSITY TEAMS**. We were beat only by Charleston, a north points team....which means we scored a **FIRST FOR SOUTH POINTS REGATTA NUMBER THREE**, this is going to make qualifying for the district champs almost a sure thing.

I look forward to seeing you all out in practice, and hope that those not able to attend in recent weeks will be able to come out and meet the team. Our recent success portends big things; if you haven't gotten on the bandwagon yet, now's the time to join the show.



Fred Moffett

Craig Johnson
UM Coach



Canes Sailing

UM Sailing team SCHEDULE (tentative)

Practice at CGSC (3-6pm t-w-th)

Regatta Schedule:

Nov 4-5	ACC Freshman Championships TBA
Nov 17-19	ICSA Sloop Championships at Charleston
Nov 18-19	SAISA - MAISA regatta at Charleston

CGSC is getting a Ship!!!

A "Sea Scout Ship" that is...

Sea Scouting is a division of the Boy Scouts of America (BSA) for young men and women aged 14 through 20. Its purpose is to bring a character building, citizenship training, and fitness program to the youth of America.

If you are unaware of the rich history behind Sea Scouting, you should know that it started in 1912 and it has a long and colorful tradition. Thousands of young men and women have had the opportunity to follow the traditions of the sea while learning what the future holds for a career related to the sea or a lifelong hobby of recreational boating.

Typically, a Sea Scout Ship (which is the Sea Scout equivalent to Boy Scout Troop) is organized by a church, civic club, school, maritime organization, business, union, or other community organization (e.g., CGSC) that provides adult volunteer leaders, program resources, and meeting facilities. Ships usually plan their programs around the Sea Scouts' interests in maritime careers, seamanship, and service, or around some specialty such as sailing, scuba diving, or an aquatic sport. Many Sea Scout Ships maintain sail or power vessels, follow a challenging rank advancement program, and have nautical uniforms, customs, and ceremonies.

The program of each Sea Scout Ship is based on matching



Some of the Sea Scouts and supporters break for lunch during work weekend after cleaning and polishing all of the club's 12 Sunfish

the interests of its members with the skills, equipment, and resources of the chartered organization. The Ship's program usually follows the customs and traditions of the sea, and encourages its members to earn the ranks of Apprentice, Ordinary, Able, and Quartermaster (equivalent to the BSA Eagle rank). Sea Scouting advancement includes uniforms, safety, customs, swimming, boating, marlinspike seamanship, piloting, signaling, drill, cruising, galley, sailing, boats, tackle, first aid, navigation, boat maintenance, engines, sea history, lifesaving, equipment, weather, radio, customs, and ideals.

The organizational planning for CGSC's new Sea Scout Ship has been in the works since July, and we already have six Sea Scouts eagerly awaiting our charter – you may have noticed our Sea Scouts, smartly dressed in their bright green T-shirts, helping out at the club during CGSC's Annual Work Weekend in September. Phil Kellett has graciously volunteered to serve as our Charter Organization Representative (liaison between the Ship and CGSC Board), and he has been working on procuring resources for use by our Sea Scouts.

The next step in getting our Sea Scout Ship chartered is to set-up the "Ship's Committee", which will be responsible for overseeing that the Ship is operating in accordance with principles of CGSC and BSA, and for selecting and supporting the Ship's adult leadership. And that's where you come in - we need a few good Committee Members, who want to make a difference in the lives of a few really great young men and women.

Please contact me if you would be interested in joining the Ship's Committee.

Thanks,
Larry Arrington
Tel. 305-663-9836
UFGATORS4EVER@MSN.COM

Donate Your Old Sails!

I am collecting unwanted sails to deliver to fishermen on the Southern coast of Haiti. They build their own sailboats and fashion makeshift sails from old flour bags, clothing, and plastic bags, among other things. Donated sails in virtually any condition are useful. The improved materials 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@gmail.com. Visit www.sailsforsustenance.org

Thank you,
Michael Carcaise, UM Sailing Team Member

The Channel

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.



TO BERMUDA – AND BACK AGAIN!

By Cathy Buller

We arrived in Bermuda with many other crews having the same intentions - deliver magnificent racing yachts in the Centennial Newport-Bermuda Race back to their home ports. We were recognizable by our foul weather gear, duffle bags with product brands advertising someone's new sheet blocks, Kevlar sail technology and more.

Marc and I immediately went to the Royal Bermuda Yacht Club to find the Ron and Dottie Rostorfer, our Captain and First Mate. Ron, CGSC's Race Chair, had been Navigator on the Swan 391 *Fat City too* in the race, finishing a respectable 8th of 20 in class and 28th in fleet out of over 160 boats. We checked in and did boat chores preparing for our departure back to Connecticut within 48 hours. The Swan was sitting amongst 268 other yachts formally 'dressed' with brightly colored, loudly flapping signal flags and club burgees flying from their rigging, representing clubs from all over the world. It was an awesome sight, knowing you, too, were a crew member on one of these beautiful yachts.

Scooters are the primary means of tourist transportation. Cars are only for families with a child. So, we were 'scooting' all over visiting Bermuda highlights. We visited the "Swizzle Inn", where they claim the invention of the "Rum Swizzle". Motto is, "Swizzle Inn, Swagger Out". Not this time! We were headed to the forts next, having great nautical history as far back as 1502 with pirates, cannons and ship wrecks. Marc led the way as he is a nautical history buff.

After the touring and seeing many points of interest [all in one day], we were ready for the invitation-only Prize Giving at Government House. Wearing "Yacht Club Formal" blue blazers and Bermuda shorts/skirt, we were on the scooter again, lost, but following other scooters loaded with blue blazers and skirts, hoping to find our final destination. It was another beautiful sight, overlooking the biggest bluff in Bermuda. The lawn was covered with 500-plus in attendance. The tables displayed crystal vases, silver bowls, gold cups, and plaques of all variation. Two hundred awards were presented by the Governor and British HRH, Princess Anne, accompanied by more Rum Swizzles and Dark 'n Stormies, flowing with hot hors d'oeuvres for all.

Next morning, boats left in orchestrated order from RBYC. It took three hours to reach the eastern entrance to Bermuda from seaward, finally see the open ocean and the final 'point' to home. It was a wonderful coastwise tour and a nice view of these beautiful islands.

Crew watches began as we reached the sea buoy. The six of us were on, two at a time, for three hours, then off for six over the next five days. Marc assumed the role of "One Pot Chef" stirring up dinner creations every night of the passage. Carl Updyke, also of CGSC, was the lunch

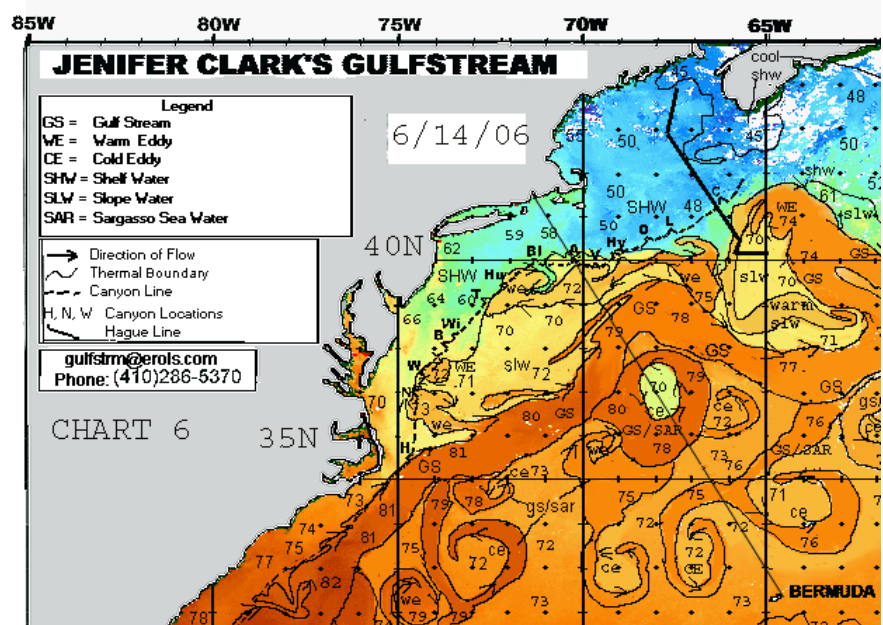
"Sandwich Artist", with expert talent. Cathy washed dishes, and made coffee for the night watches. "George Burns," Ron and Dottie's friend Ken Nigel from Wisconsin, cracked the best jokes with expert timing, keeping all of us in line.

The passage weather could not have been finer. We were downwind under spinnaker for the first two days, reeling off miles on our way to pre-selected waypoints that were designed to optimize our crossing of the Gulf Stream and a few associated eddies. Flat, then rolling seas, moderate winds yielding to 30 knots downwind, bright sun but cool nights. Large rolling seas were present on the fourth day, making *Fat City too* reach hull speed and beyond while surfing down tall waves with the wind pushing the boat home. Below decks you had not a clue of the surf and spray, as the off watch crew slept comfortably. We sailed the entire way from Bermuda to Connecticut and talked about this fantastic passage for weeks later. We now know what it means to sail a Swan!

Reaching the first nav light off Montauk Point, NY four days later, knowing we were almost home after [my first] Atlantic voyage, I stared at the charts, comparing lights, looking for traffic, and getting used to the thick fog banks we sailed in and out of. The radar was our new best friend on board. This voyage could not have been completed without the radar. The passage ended in Milford Connecticut, after four days and 20 hours. This was a perfect sailing adventure, without duress and the 'overcome, adapt, and prevail' mind-set.

Our heartfelt thanks are extended to Captain Ron and First Mate Dottie for such a finely organized voyage and wonderful experience.

Let's do it again!



Cruising & Rendezvous

I write this month's article with the Columbus Day Regatta still fresh in my mind. After a week of breezy weather with winds 10 to 15 knots I expected a fast trip down to Elliot on Saturday unable to keep up with the speedy racing boats. Having raced two years ago, we knew we could get lots of good pictures as the powerful racers swept by Effortless.

Unfortunately, the winds died on Friday so I watched the boats struggling to get across the start line from my balcony Saturday morning. This change in weather gave Effortless an advantage. We expected to be the Last to Arrive (our sailboat's nickname, and the name of our next boat), but because of the light winds we were able to leave the club after noon and motor sail through the middle of the race. We passed Bill Beavers and his crew aboard Finesse as they tacked toward the second mark, and could hear Phil Kellet calling Shadow Fax on the radio as we made our way south. As usual, the power boats outnumbered the sailboats but for the most part, the partiers were good-spirited and well behaved.

Since we weren't racing we made our way south through Sands Cut channel, just west of Boca Chita, instead of the Featherbeds. We found this better - although there were lots of power boats - they were forced to go slow due to the small size and shallow depth of the channel. That sure is better than the beating we have taken by powerboats gunning through the Featherbeds.

We met up with Jon and Gwen Bonetti on their Nonsuch 36 "Intution" and Will and Gail Pulsford on "Sweet Lime". We anchored a safe distance from the main raftup to avoid the buzzing law enforcement helicopters, planes and speeding patrol boats. Later in the day, Paul Lombardi rafted up with us on his Compact 27 "Maria V." He was just returning from a month long trip through the Keys and had many stories to tell of his adventures. Most had to do with the strange characters he ran into during his trip. Oddly enough he said that most people he talked to in Key West did not even know what the Columbus Day Regatta was! Perhaps they had had a few too many Hurricanes - of the alcoholic variety, or they really are out of touch down there. Either way I guess they were happy.

A full moon rose over Elliott just after dusk and the sunset was as always spectacular. The Sunday Paper was delivered to us by boat, compliments of Grove Key Marina and Scotty's Landing. We had a community breakfast, watched the racers head off to the starting line and then dinghied over to the main event - BOAT PARTY!! - which appeared to have gone straight through Saturday night into Sunday afternoon.

We found it to be, for the most part, a well behaved - but often scantily clad - group. Lots of water cannons, creative boat decorations and a wide variety of water vessels and floats. Sunburns were widespread. Everyone seemed to be having a good time young and old. As usual there were a number of folks who should have left their clothes on. I strongly recommend - if you don't have the body - don't take your clothes off!

As we sailed home Sunday afternoon, the winds picked up and we were able to turn the motor off - at least until the wind

died again and it was time to get home.

Upcoming events: We are planning to have a "tailgate" rendezvous dockside for a Hurricanes College football game. This will either be November 11 or 18, depending on the television schedule for the game. We want to invite all true Hurricane fans to bring their boats to the dock for a pre-game "tailgate", then, join us in the Grove's Nest to watch the away-game on the big screen TV. (Didn't know it was a sports bar didya?)

On November 14 - Tuesday - we are having a meeting at 7:30 PM to discuss next spring's adventure rendezvous. After numerous discussions among the CGSC cruising community it is narrowed down to- drum roll- the Abacos; Key West with an optional trip to the Dry Tortugas; or the Exumas. Pick your favorite party spot and join us on the 14th to help plan next year's destination and month. As of this moment the consensus seems to be "leaning" toward the Abacos. It's hard to beat the great anchorages and fun places - aka bars - that dot the Abacos. However, Key West is a great party town too - not to be underestimated. Key West is also in the good old U S of A - and an easy trip and no customs fee. It also offers a great trip around the little traveled north side of the southern keys - this is your chance to "circumnavigate the Keys". The Exumas are a long trip - but the water - you just can't stop looking at the incredible turquoise water! Please join us to help make this important decision!

Look for email updates on the above upcoming events.

Janice



Moorings

Only four (4) boats failed to move for Ernesto. This means that 160+ boat owners deserve a sincere and special "THANK YOU"!! Everyone knows that to move is a major inconvenience and hard work; however, we can never allow the situation to deteriorate into the shape we had last year. To do so threatens the very existence of our club, and believe me, it would be very hard to duplicate such a convenient and economical place to keep a boat here. In analyzing the problems that surfaced, it may be useful to reiterate and clarify several things we all must know and remember.

1) The CGSC is MANDATED to enforcing hurricane threat boat removals as there has been extensive damage to our boats, Dinner Key boats and property, and very large insurance claims filed on CGSC boats because of bad seamanship. Scrutiny from the City and insurance companies is increasingly pointed and intense. Enforcement of the Hurricane Regulation is a matter of survival for the CGSC, i.e. we have no other choice in the matter.

2) NOAA recently changed their procedure whereby they now sometimes declare a storm a hurricane, or hurricane threat, before it becomes one. This contrasts to the old way of progressing from Watch to Warning, then to a Hurricane. This change makes administration of evacuating boats more difficult. (The old regulation was to move boats on or before NOAA Watch or Warning announcements.) Partly due to this change, the Dinner Key Yacht Basin clubs and KBYC now use a panel of experienced people to declare when it's time to move, then notifies all concerned. We know of no better way to do this, and this is what was done with Ernesto.

3) The Dinner Key Yacht Basin is not and has not been an authorized anchorage for fifty years. The thoroughfare (channel) between the CGSC moorings and the mole is in the Yacht Basin on the chart and is not to be blocked by moored or anchored boats. Violators are subject to being cited by the FMP; consequently, the CGSC cannot condone blocking of this channel which is often used by the crimpers and other boats traversing two and from the south. We have in fact called and must continue to notify the FMP whenever this channel is being blocked by unattended boats.

4) Blocking the moorings-mole thoroughfare has been prohibited by CGSC Moorings and Hurricane Regulations and for over thirty years.

5) In using other people (surrogates) to move your boats, the CGSC is in no position to verify what agreements are made with surrogates, costs, instructions, etc., before, during or afterwards. Also, we are in no position to neither accept nor reject whatever anybody says about surrogate agreements. It is strongly suspected that should we start accepting some such testimonies as excuses, however truthful, excuses will grow in number, and the damage cases will increase. We are therefore left with only the option of determining if the boat is gone or not, then following the Moorings and Hurricane Regulations, and License Agreement. The CGSC has and continues to make every effort to notify all boat owners of these documents, and to provide copies, and so cannot accept ignorance of their contents as an excuse.

6) While the majority of members are showing good seamanship by moving their boats, mistakes are still being made

and we know from the past that mistakes not only cost owners their boats, but destroy other people's boats as well.

Here are some examples observed by Moorings Committee members:

1- It is essential to strip all sails from the boat to reduce windage. Boat US insurance statistics show that leaving the headsail on is the number one contributor to boat damage and loss.

2- Many boats have totally inadequate ground tackle: too small or inappropriate anchors and chain. Anchors must not only be of adequate size for the boat, but perform well in this area. Just because it looks cute on the bow doesn't mean it will work here. Also, putting out two anchors in one direction often doesn't work as when the wind switches, and it can, the boat sails very fast in the opposite direction and drags the anchors so fast they cannot re-set. A three anchor configuration 120 degrees apart is a good way to do it. This holds the boat in one spot and prevents it from gaining momentum.

3- Four rules apply in the Coral Gables Waterway: 1) Do not anchor or place lines across canals except if they are COMPLETELY weighted (kelleted) to the bottom, 2) Do not tie lines or anchor to mangrove trunks (walking anchors well into the roots is apparently O.K.), 3) Do not attach to private property, and 4) Everyone is responsible for damages they cause.

Please be assured that to be required to remove your boat from the moorings for a year for leaving it there during hurricane threats is in no way punitive, but educational. The same rules apply to us all and this is the only way the CGSC hopes to continue to exist to serve us. Members required to move of course remain in good standing, other things considered, and we sincerely hope to see you at the CGSC and back on the moorings again in time.

Please, everyone, be prepared to move your boat to safe haven when necessary and thereby avoid problems for us all. Any member of the Moorings Committee will be pleased to assist you with your evacuation plan and provide information on anchors, anchoring, the sites, etc. The Hurricane Preparedness Courses will be repeated early next year. Please remember that boats with sails stripped and with oversized anchors should not be imperiled because of bad seamanship on the owner's part. This of course will speak well of the owner. To do otherwise can lead to great and embarrassing unpopularity!!!

Feel free to call or see us at the Club if you have questions or comments.

Bill Beavers, Vladimir Stroleny , Dr. Phil Kellett - Moorings



From The Manager . . .

-Well it must be Fall in Miami - I'm pulling out all my calve length shorts in preparation for the chilly 75 degree temps. Had a pumpkin for Halloween but it wilted on the porch!

As you know, winter is the peak sailing season in this area. The Snipes Western Hemisphere and Orient Regatta was a smashing success along with October's CGSC Annual Regatta! Events are lining up almost non-stop and it's hoped that you'll participate in any capacity.

The main goal of CGSC is to promote sailing, on all levels. We offer training and sailing opportunities for 7 year olds through adults. Our Sailing Director, Nick has been doing a wonderful job of filling these classes up. If you have the

time, we also welcome your input, guidance and assistance with our training programs and regattas.

So, volunteer, assist a novice sailor and go home happy knowing you've made a new friend- what a day!

Membership = Camaraderie!

We'll visit next month.

Hugh



"Hugh's Q & A"

I've received allot of questions concerning private functions lately. Hopefully, these will answer many of them.

Q. I'm a Social Member and would like to have a holiday party at the club. Is this possible?

A. You Bet! But, book soon. Any level of membership may either host a party directly or sponsor a non-member for their event. Contact the office for details.

Q. Can we rent the entire club for a party?

A. NO. Rental space consists of basically four areas. The main room and adjacent deck, South deck w/bar, Board Room or below decks w/yard. Each area has a separate cost for rental. But, we always respect the club's membership and keep the lounge and surrounding deck open for their enjoyment.

Q. I'll pay the room rental, but wish to provide my own liquor and food, any problem?

A. YES. As with all establishments with an alcohol license, only CGSC staff may dispense beverages of both hi and low alcohol content (with the exception of an open keg at club sponsored events). As to food, let's talk.

Q. If I have schedule a party, what must I provide?

A. We provide the room, needed furniture, linen, flatware, chaffers, etc. (this is what your room rental covers). It is the responsibility of the host to make arrangements for decorating, entertainment, and breakdown and clean up. We will assist where possible. But, to keep prices low, we anticipate a "group effort" on your part. If you wish CGSC to handle all the details - we can, but we must charge accordingly.

Have questions? Drop them in the lounge suggestion box or feel free to ask directly.

Nautical Tips - Careening

For centuries sailors have repaired their ships while away from home by careening them.

.tr. Nautical

1. To cause (a ship) to lean to one side; tilt.

2a To lean (a ship) on one side for cleaning, caulking, or repairing.

b To clean, caulk, or repair (a ship in this position).

You run her up on the beach and anchor her at just bellow high tide, work on her and then float her off at the next high tide. It is also called 'neaping' a ship because if done at the lower neap tide she will safely float of at a later spring tide two weeks later. If you do it at high tide, new moon in March you might be there until the next equinoctial spring tide some time in late September. Not a career enhancing move in the navies of the 18th Century

The picture is of a my stepsons's boat being careened so that we could clean the bottom, however, you do need the 6-8 ft tide of the Columbia River and a boat that can 'take the bottom'.

Phil Kellett



ANNOUNCEMENTS

ATTENTION:

1- Candidates forum at St. Stephens
Episcopal Church

City of Miami District 2 seat

Thursday, November 2, 2006 at 7:00 P.M.

Write your question(s) on a piece of paper and
it in to the moderator.

Check the web site for up dates.

www.cgsc.org

2- If you do not have a current CGSC parking
decal on your car, it is subject to being towed.

Racing Schedule November, 2006

Saturday, November 4 CRYC Annual Regatta – PHRF
Sunday, November 5 CRYC Annual Regatta – One-
Design
Saturday, November 11 KBYC "Round the Island" Race
Thurs-Sun, Nov 16-19 CRYC Star Class North
Americans

Sat/Sun, November 18-19 **CGSC PHRF SE FL
Championship**

Friday, December 1 Wirth Munroe Palm Beach Race
Saturday, December 2 BBYRA OD #12 – BBYC
Sunday, December BBYRA PHRF #12 – KBYC
Tue-Fri, Dec 26-29 CGSC Orange Bowl Regatta

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.

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
at the Sailing Club.

I am looking forward to meeting you.

Antonio

CGSC RACE COMMITTEE ANNOUNCEMENTS

Please mark your calendars now for the November CGSC
Race Committee meeting. It's Tuesday, November 14th, right
after Social Night at the Club (about 7:30 pm).

Presentation will be "Race Committee view of the 2006 San
Francisco Rolex Big Boat Series," (but, really it's "Do we ever
have it good here on Biscayne Bay!") This year's mid-September
classic was complete with big boats, big, cold wind, deep, cold
water, and the big marks and anchors that go along with them.
May even have race video courtesy of t2p.tv!

Don't forget that we're continuing to look for people interested
in our CGSC RC Support Boat (Mako) Training Program (9
am to 1 pm on a weekend day to be arranged). Handheld
GPS preferred.

We're also looking for people interested in learning computer
scoring software to score the regattas we run.

Please contact Ron Rostorfer, 954-401-5335 or ronsailon@comcast.net if you would like to pursue either of these, or the
CGSC RC in general.



November 2006

Coconut Grove Sailing Club



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																	
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CLASSIFIEDS

Month 1
Month 2
Month 3

Tartan 34' Sailboat or Sale: "Wind Seeker" has a 4' draft with the center board up and 6.5' with the board down. 30 hp Universal diesel with less than 600 hours. 3 burner propane stove with oven, water heater and ice chest with cold spot 12 volt refrigeration. VHF, stereo cd & am/fm radio. Roller furling foresail and main with reef points in good condition. Good mechanical condition.

Needs some cosmetic cleanup. Call 954.723.9403.

FOR SALE: CGSC used B & W Lanier 7228 industrial office copier. Great for home or small business. Collates, staples, front & back copies. "Cash and Carry" as is, \$300. OBO. Call Hugh at CGSC

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.

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 10th of the month. Please send articles and ads as a Word document and pictures as jpeg attachments to cebranning@bellsouth.net.

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.

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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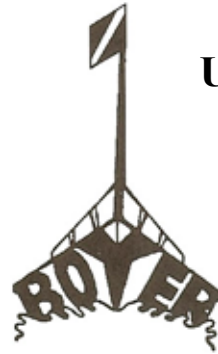


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Coco Walk Exhibit

On Saturday, October 7, CGSC had a great opportunity to “show-off” our club. As part of the “OCTOBER EVENTS at Coco Walk” celebration, we were offered and took advantage of an opportunity to show off our club and its programs.

Once the Board approved the participation, we had lots of interest and help from within. Thanks to our new Sailing Director, Nick Mansbach, an effort was organized to prepare a professional presentation during this festive October celebration.

Our booth featured a fully rigged Sunfish training sailboat as well as a large picture-board of CGSC Sunfish activities and included a table full of CGSC written material regarding our Adult and Youth sailing programs and the many membership opportunities.

Nick, who was participating in a US Sailing training event was unable to be there, however, members Marc Buller, Vice Commodore, and Richard Crisler, Adult Training Chairman, stepped forward to make sure we pulled it off. Thanks to Nick, the CGSC dock

staff, and manager, Hugh, for all the work in getting the material and a display boat ready for the event. We had a prime spot between the stairs in the center of Coco Walk, just beneath the live reggae band. We had inquiries regarding everything from membership to our youth programs, adult sailing programs and social membership.

We’re sure some good-will was also generated regarding our club and its significance to the Coconut Grove community. Thanks to all those members and staff involved with this event.

Richard Crisler



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305-444-4571

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