



JULY 2007

CGSC HOSTS BOMBAY SAPPHIRE REGATTA

Man, have we had a heavy air Spring for regattas on Biscayne Bay this year! Saturday, June 9th was no exception as a fleet of 12 PHRF boats and seven Snipes came out to contest the 2007 Bombay Sapphire. On Friday, the forecast was for 5-10 knots. By Saturday morning, the forecast was 10-15 knots. However, by race time, it was 15-20+ knots, AGAIN! The wind direction held quite steady for the day at around 055 degrees, with occasional movement slightly left and right.

The PHRF fleet was divided evenly between PHRF 1 and 2, and sailed windward-leeward courses for the regatta. The first two races were twice around, with the finale being just up and back. CGSC's Race Committee set leeward gate marks to make the racing more interesting.

The Snipes also sailed a windward-leeward, twice around course for the first race. However,

after that, with the wind increasing, and Snipes not particularly liking heavy air dead downwind, the fleet was sent twice around a triangular course. Following their second race, the Snipes were sent home. The RC



Pin Boat had been taking on water and returned to the Club for a boat switch. This would hinder rescue efforts which might have been required with the wind gusting to the low 20 knot range. One of the Snipes had already capsized two or three times.

In the PHRF fleets, Kevin Laurie's Sydney 36 Spider scratch boat put together a 2-1-2 series to win PHRF 1. George Coggeshall sailed his

Melges 24 to a 5-3-1 series for second. These were the only two PHRF 1 boats to sail all three races, as the fleet slowly diminished in the demanding conditions.

In PHRF 2, CGSC's Randy Cleo followed up his Dutch Treat's victory in the Goombay Regatta Pursuit

continued on 6





2007- 2008 Flag Officers

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 Fleet CaptainDr. Phil Kellet
 Fleet ChaplainBishop C. Schofield
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Stefan Krumbiegel (08)	Ray Schnell (10)

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 UM Sailing CoordinatorCharles Rahn
 Webmaster..... Hugh Stallings
 Sailing Director..... Nick Mansbach
 Club Manager..... Hugh Stallings

Cover Photo Lightning fleet racing downwind at CGSC during an Orange Bowl Regatta.

By Cherie Branning

Volume 63 Issue 1

COMMODORE'S REPORT

I am humbled and honored to be selected as your Commodore. As Commodore of this sixty one year old club, I plan to work to keep it here. With the development of the Waterfront Master Plan, it is important that we stay focused to show the City we belong here. There is a lot to do and the Board of Directors, Officers and I will ask for your help.



I am confident that our school and sailing programs will prove that point. It is also important that we enjoy our Club. There are many sailing and social programs offered and I hope you join us. If you have an idea for any program, I ask that you let us know. There is a lot of talent in this Club and I hope you let us know what you think. Please use the suggestion box in the Grove's Nest or just let an officer know what you are thinking.

I look forward to working with you and let's have fun doing so!

See you on the Bay,

Marc Buller - Commodore

Meet your Commodore

Marc Buller and his wife Cathy joined CGSC in 2002. He previously served as entertainment committee chair, Secretary, Rear Commodore and Vice Commodore.

Growing up in New Orleans, LA, Marc learned to sail on Lake Pontchartrain and served in the US Coast Guard Reserve there. He also worked on various commercial boats (offshore crew boats and riverboats) while recreational crewing on a Gulfstar 50 sloop. While crewing on the Gulfstar, he crossed the Gulf of Mexico several times sailing to Cozumel, Mexico and the Florida Keys. He also participated in charters in Greece and the Caribbean.

While living in the Washington, DC area, he sailed on the Chesapeake Bay and eventually moved to Houston, Tx. where he sailed Galveston Bay and the Texas Gulf Coast. It was in Houston where he met Cathy, who raced J Boats (22's and 24's) and worked at a sail loft. Together they crossed the Gulf of Mexico when they moved to Miami. Crossing on their Beneteau Oceanis 350 "Otro Cuba Libre" they learned lot's about ocean sailing and even more about each other!

From Miami, Cathy and Marc have sailed through out the Keys, to the Abacos, Bahamas and delivered a boat from Bermuda to Connecticut. They also help with adult sailing classes while starting to race sunfish.



UM Sailing Team- A Graduate's Perspective

By: Angela Leffingwell,
Former Team Co-Captain, class of 2007

As I begin packing my belongings and looking back on my four years at UM, my involvement with the sailing team certainly stands out among all of my activities, and, more importantly, my accomplishments.

When a handful of us began the sailing team four years ago, we had no coach, no boats, no money, and a grand total of two people who had any racing experience. What we lacked, however, we made up for with enthusiasm and perseverance. Now, the UM Sailing Team has boats to use, great coaches who occasionally volunteer their time, fundamentally sound sailors, and a supportive and welcoming place to call home, CGSC. The team now consistently places among the top five in the district, giving other teams, including National Champions and Varsity-funded programs with full-time coaches a run for their money. I am confident that I am leaving behind a

solid foundation of a team that has nowhere to go but up.

The list of individuals to thank is way too long to put in this brief article. All I can say is: Thank you to all of the UM Sailing Team supporters at CGSC (and CGSF). I ask you to continue to offer your wisdom and support to the team, as the younger generation will need guidance and help in fundraising efforts as they take over. You can contact the team at sailingcanes@gmail.com. You can make an online donation at www.miami.edu/wellness/club (please specify sailing team). Finally, you can continue to welcome the Sailing Hurricanes at CGSC with open arms.



NEALE FOSTER, CGSC CHARTER MEMBER

Neale was one of CGSC's founding members. He died in June 2006. On April 1st Bill Beavers and crew took Neale's family for a sail on Biscayne Bay to spread his ashes. Below are the CGSC's recollections of Neale's first wife Ruth.

Coconut Grove Sailing Club, its Founding, and Neale S. Foster:

I believe the Coconut Grove Sailing Club was formed in 1946 on its present site. The founding members were: Marshall Pollard, Wirth Monroe, Frank Kerdyk, Jack Engle, and Neale S. ["Bob"] Foster. All were avid bay sailors. Each member put in \$25.00 membership fee! A small wooden shed was erected there to hold sails and other gear. This was not a clubhouse; just a storage facility. [Later a Quonset hut was used for storage and meetings.] Thus began the Coconut Grove Sailing Club.

Neale was the youngest founding member, having just finished service in WWII in the U.S. Air Corps (as it was called at that time). He was 21 years old, newly married to Ruthie Whitworth and living in Coconut Grove. He was a native of "the Grove", having been born there Feb 10, 1925. He sailed the bay as a small boy under the tutelage of an old fellow, a Captain Downer, who taught many a child of the area how to operate a sailboat. Neale had a sailboat built in March 1946, a Moth named the "Wee Too", with sails made of white parachute material (war surplus). [Several newspaper clippings from the Miami News survive, listing the Wee Too in Coconut Grove Sailing Club races.]

In 1950, we relocated to Washington D.C. where Neale attended undergraduate school at George Washington

University and American University. He then entered the American University Law School, graduating in 1963, and was admitted to practice before the Virginia Bar and the Supreme Court of Virginia.

This he did while working full time for the U.S. Immigration and Naturalization Service. He returned to Miami in 1965, still with the INS. He was a trial attorney for the government here and rose to the position of federal judge about 1974.

From 1965 to 1973 Neale sailed out of the club as many weekends as possible, and some evenings after work. His daughter Mary kept a Sunfish at the club and sailed it most weekends when not crewing for her father aboard his boat, a 20-foot Balboa, the Baybreeze.]

He not only helped to found the Coconut Grove Sailing Club, loved the Club, interested countless others in sailing, but also was the last living founding member when he died last June 9, 2006 at age 81.

Ruth Whitworth [Foster] Thomas, March 2007

Minor edits
Mary P. [Foster]
Delaney





COME CELEBRATE

JULY 4TH!

We hear the Coconut Grove Chamber is setting up a big "to do" in Peacock Park with Booths, Liquor, Music, and a big Fireworks display. However, no food concerns..

Well you just can't walk around taking in the sights on an empty stomach. So here's the plan.

Starting at noon, we'll fire up the grill and offer a traditional "4 of July" BBQ from noon until 5 pm.



The menu will feature:

- 1/2 rack of ribs...
- Potato Salad and Cole Slaw.
- BBQ'd baked beans.
- 1/2 ears of Corn on the Cob.
- Sliced Water Mellon.
- Apple Cobbler..



Price is \$14.95 for adults and \$7.95 for children under 12. This price is per serving, but we'll look the other way if you sneak some seconds.

For planning purposes, please call the office and express your interest

Racing Schedule July – August, 2007

Monday, July 2	Great Turtle Race
Wed-Sat, July 4-14	Regatta Time in the Abacos
Saturday, July 28	Full MOON Regatta
<u>Sunday, July 29</u>	<u>Adult Commodore's Cup</u> <u>(CGSC Club Championship)</u>
Sat-Sun, Aug. 11-12	SinglehandedDoublehanded Races, Race Committee Party, Summer Sailfest Weekend - CGSC
Saturday, August 25	Full MOON Regatta

Thursday is Steak Night!

Let Chefs Carlos and Charlie prepare you a
8 oz New York Strip Cooked to Order
served with
Mashed Potatoes and Gravy and
Vegetable DuJour.
Only \$12.00 plus tax while they last

ATTENTION

NEW MOORING RULES ARE AVAILABLE IN THE DOCK OR MAIN OFFICE. THESE RULES SUPERSEDE ANY PAST RULES OR REGULATIONS YOU MAY HAVE. WE ADVISE ALL BOAT OWNERS TO SECURE A COPY SINCE FAILURE TO DO SO WILL NOT MAKE YOU EXEMPT OF THE CHANGES.

Dockside Rendezvous

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Race over Memorial Day weekend with a 3-1-1 series to win the Class. Oliver Waite's Shadowfax was one point back with a 1-2-3 series. Kai Svendsen's Caraluna was another point back in third. The smaller PHRF 2 boats had much better "staying power" for the day compared to the bigger PHRF 1 boats. Go figure!

Among the Snipes, it was current Snipe World Champion and CGSC member Augie Diaz in first with a 1-3 series. One point back was Peter Commette who won the tie-breaker with Gonzalo Crivello for second. They were followed by Nick Voss and Gonzalo Diaz, Sr.

CGSC's Race Committee did a fine job running the regatta with a minimum of delay and good courses. No course changes were required due to the steady wind direction. The Race Committee Signal Boat was Bill Braddon's Tondelayo. Ron Rostorfer was PRO, with PRO understudies Melinda Smith and Ron Giachetti in charge for much of the racing. Susan Sanders was excellent in her first experience with the timer position. Beth Bangert took good care of the

Recorder function, while Sandra Carey and daughter Sasha handled the flag signals very well.

Up to windward was our "all girl" Mark Boat crew of Skipper Susan Walcutt on her Contender 27, with navigator Dottie Rostorfer and mark "wrangler" Carolyn Rahn. The Pin Boat crew was veteran Skipper Geoff Sutcliffe and second-timer George Papazickos. George actually became ill bailing water in the stern of the Mako near the fumes from the outboard engine. When Geoff took that boat back to the Club to exchange for the other Mako, George stayed ashore. He employed that well proven, long-standing, never fails cure for seasickness – sitting under a tree! Carolyn Rahn transferred over from the Contender for the rest of the day when Geoff got back to the race course.

Regatta Chairman Oliver Waite officiated at the trophy presentation downstairs at the Club following the racing. This was accompanied by a "free pour" sponsored by Bombay Sapphire gin and a portion of the registration fees were donated to the Coconut Grove Sailing Foundation. All in all, it was a happy fleet of sailboat racers in attendance at the end of a sunny, windy day of tough racing.

Ron Rostorfer



Regatta photos by Cai Svendsen.

BOMBAY SAFFIRE REGATTA RESULTS

Yacht	Skipper	Boat Type	Sail #	Rating	Race 1	Race 2	Race 3	Total	Place
<u>PHRF 1</u>									
SPIDER	Kevin Lawrie	Sydney 36	3636	63	2	1	2	5	1
HUZZAH	George Coggeshall	Melges 24	446	96	5	3	1	9	2
CRE843	Cary Siegler	Melges 24	136	96	4	2	DNS	13	3
MOVING PARTY	Mike Catalano	Melges 24	185	96	1	DNS	DNS	15	4
MOSTLY HARMLES	Shris Woolsey	SR 33	28533	66	3	DNS	DNS	17	5
AIEMEF	Jerry Creasman	Melges 24	371	96	DNS	DNS	DNS	21	6
<u>PHRF 2</u>									
DUTCH TREAT	Randy Clee	Evelyn 3240082	102	3	1	1	5	1	
SHADOWFAX	Olilver Waite	J-29	53384	111	1	2	3	6	2
CARALUNA	Kai Svendsen	C&C 99 52	105	2	3	2	7	3	
GOOMBAY	David Kurtz	J-27	125	129	4	4	DNS	8	4
TIBURON	Eduardo Luaces	Linderberg 28	12	114	5	5	4	14	5
FRANELA	David Tonconogy	Beneteau 1st 265	B265	201	DNF	DNF	DNS	21	6
<u>SNIPE CLASS</u>									
	Augie Diaz		30288		1	3		4	1
	Peter Commette		30571		4	1		5	2
	Gonzalo Crivello		28810		3	2		5	3
	Nick Voss		302		2	4		6	4
	Gonzalo Diaz, Sr.		30336		5	5		10	5
	Rafael Jarauta		3023		6	6		12	6
	Carolina Palacios		30362		DNS	DNS		16	7

CGSC's Steve Perry Races in the Bermuda 1-2 Race

At press time for The Channel, CGSC's Steve Perry was well underway in the 30th Anniversary Bermuda 1-2 (single-handed) Race which started June 9th from Newport, RI. Steve is sailing his gray-hulled C&C 33-2 Pilgrim under the CGSC Burgee. For the double-handed return race from Bermuda to Newport later in June, Steve will be joined by Jim Bigham, also of CGSC.

Steve has been planning on this race for well over a year. He has gone through the whole gamut of boat preparation, sail selection, weather and Gulf Stream research, Race entry, berthing and boatyard arrangements, etc. Pilgrim left CGSC and south Florida by truck in late May.

Pilgrim is sailing under a PHRF rating of 152 seconds per mile – about in the middle of the fleet from that perspective. He is in Class 3 racing eight other boats. The fleet also includes eight Open 6.5 meter "Mini-TransAt" boats, similar to Clay Burkhalter's Acadia which was moored at CGSC this past winter while Clay trained for the upcoming race from France to Brazil.

In sailing the Race, Steve expects to "catnap" for about 20 minute periods during most of the race. That's about the amount of time it takes for something (like another boat – including ocean freighters) to go from being out-of-sight to being right on your bow! One of the early challenges in the Race is crossing the inbound and outbound shipping channels to New York Harbor.

At this writing, Steve was in about the middle of the Class 3 fleet, with three faster-rated boats just ahead. The entire fleet is on or west of the rhumb line to Bermuda. Steve was sailing at 6.5 knots and was reported to be 484 nautical miles from the finish. The race will likely take five to seven days depending on wind and Gulf Stream conditions. Steve's wife, Marie, and other friends and family will be waiting for him at the finish in Bermuda.

Two boats had already dropped out and two others were damaged after the first night. Winds of up to 28 knots were reported overnight.

Watch the August issue of The Channel for a more complete report on the Race. Meanwhile – GO STEVE!



Before the start.



Starting line.



Departure crew.



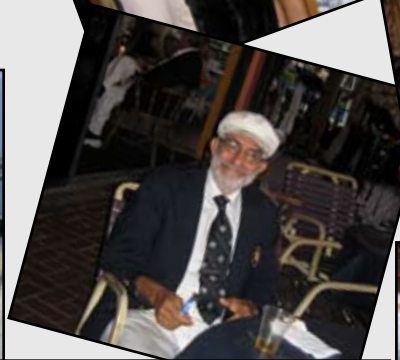
Leaving Newport



The start.

2007 Installation Party

2007-2008 Flag Officers



Race Committee PRO Class of 2007

It's not all breeze and sunshine for the Coconut Grove Sailing Club Race Committee! While it takes over three pages to list all of our Club's Race Committee Members, we are short of Principal Race Officers (PRO's). These are the people who are in charge of the Race Committee and the racing on the water. In other words, "The Boss!"

So, in response, several of our RC Members have stepped up and volunteered to join the "PRO Class of 2007." Members of the Class are: Ron Giachetti, Jo Ann Mathieu, Bernie Meier, Jaime Ramon, Melinda Smith, Bill Stites, Susan Walcutt, Past Commodore Larry Whipple and Karen Young.

Most have either participated in on-the-water training with CGSC PRO Wil Bourne during the C-Gull Cup Regatta on May 5th or attended a PRO Seminar with CGSC Race Chair Ron Rostorfer on May 19 or 20, or both. Several other training opportunities will be available to the Class during the summer.

Several of the Class will "graduate," and become regular PRO's on our Club's Race Committee, and in addition become USSailing Certified Club Race Officers. Some others will "wash-out," and try again next year, but thanks to all for participating and assisting the CGSC Race Committee.

All that being said, the CGSC RC can't function without our other members who include Signal Boat crews, Support Boat Operators and Crews, and our Vice Chairman in charge of lunches, Jeanne Bunten! We also rely on the Club staff, especially GM Hugh Stallings, Sailing Director Nick Mansbach, and Duane Smallwood and the CGSC Dock Office.



From the Manager . .



Well, the summer doldrums are slowly sinking in. The Snow Birds have flown back north and the afternoon thunderstorms from the west are trying to fill the void - but we do need the rain and I need to wash my car at sometime other than in the dark of night (hey, I'm not alone here!)

So, now we all sit and wait hoping that the big one doesn't blow in and cause havoc to all our lives. But, it's not all bad.

Summer sailing camp is up and running with only a few spots still open in the later sessions and the kids are both having a great time as well as learning the fundamentals of good seamanship.

Over the past few weeks we've welcomed close to a dozen new regular members and most of the Social Members have extended their memberships.

We've added another professional diver (Nelson) to our dock staff and with Lee as our second diver; the moorings inspections are all current. Also on the dock staff, Andrew has joined us and has been adding his first class touch to the up-keep up the grounds. Look'n good!

On the F&B side, we've been lucky to have Angela (see her UM article on page 3) fill in for vacationing bar staff over the last 2 months before she heads off to school in July. In the kitchen please welcome Carlos as our new head cook / kitchen manager. In only a few weeks he has demonstrated his ability and desire to "go the extra step" to please the members.

As is known by many of you, Carlos is our 4th head cook in as many months. We've taken steps to make him comfortable and hopefully hang around. But, throughout all of our recent cook transitions, I must commend 2nd cook Charlie for stepping up to the plate and keeping the meals coming. He's put in allot of long days to cover all the bases and I hope you will please pass your thanks along to him.

So even with the hot summer months upon us, don't forget the hot times to be spent at the club.

We've also made an effort to get all staff in some type of casual uniform. I allow the staff to maintain a relaxed image to keep in chorus with the members, but I feel that at least uniform shirts will lend to better recognition of staff to members and our guest. It's a small thing, but I hope you recognize the change.

We'll talk again next month,

Hugh

ANNOUNCEMENTS

SOCIAL MEMBERSHIPS

As a reminder to all Social members, the \$50 cost for the last 6 months was only for the transitional period of Jan 1st - June 30th, bringing everyone in line with our fiscal calendar. Beginning July 1st, Social membership dues will be \$100.00 for one year. Those current members not renewing by July 31st will have their membership cancelled. Please contact the office now if you wish to renew. IT WILL NOT BE DONE AUTOMATICALLY. Further we do not prorate Social Dues.

AUTOMATIC BILL PAYMENT

Several months ago we have undergone a staff transition in the office and the list of members on our "Auto-Pay" system disappeared. Unfortunately, this unfairly placed many members in arrears. If you have previously been paying your monthly statement by credit card on auto pay and have noticed either late charge on your bill or no payments to CGSC on your credit card statement, please contact Linda in the office to re-establish this service. We will credit your account for any charged "late fees" during this period.

SOCIAL NIGHT

We welcome and appreciate those members who take the time and trouble to host a Tuesday Social Night. This can be something that's fun for all, but we want to make sure you're properly compensated.

- 1) If interested, please pick a date on the sign-up sheet in the bar and clearly print your name.
- 2) If possible, receipts are appreciated for bookkeeping purposes (give them to the bartender that night), but your name will suffice.
- 3) Regular / Life members will receive a \$50. credit on their house account. Social members will have a \$50, check sent to them.
- 4) Social Night should consist of a one dish item that would feed approximately 20-25 adults. We'll provide flatware, chaffers, sterno, serving utensils, napkins, plates and/or bowls at our cost, plus access to the kitchen to heat up any item.
- 5) Social Night Dinner should be ready to serve no later than 7:15 pm. Please insure all attendees get fed before heading for seconds!

- 6) Refrigeration space is limited, but the kitchen may be used to warm or assemble items.
- 7) House products, i.e.: salad dressings, salad contents, bread, butter, etc. cannot be contributed from the kitchen inventories.
- 8) Please restore the kitchen to the condition you found it after completion of your meal.
- 9) If you wish to create a theme night around your contribution, that's great! Consider appropriate music or decor. We'll assist where we can.

WHEN TO MOVE THE BOATS?

Of course we're talking Hurricanes. The Board has approved the Commodore to form an ad-hoc committee in the face of a potential hurricane or tropical storm.

Through a consensus of this committee, CGSC will announce when it's time to vacate the moorings.

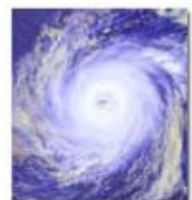
During a storm threat, we will use every avenue to inform the moorings and strip occupants, but it shall be your responsibility to monitor the weather, MONITOR OUR WEBSITE, review your moorings agreement and contact the club with your questions.

No evacuation will be issued lightly. But, if one is, you shall be the sole person of responsibility to ensure the removal of your vessel. Due to the needs of the club; the dock hands may not be able to assist you. If you employ a private individual to handle your concerns, you will also be accountable for their actions, or lack of.

To assist in the evacuation of your vessel, we will run limited launch service to Marine Stadium and the Gables waterway until which time as the GM deems it no longer safe for staff to be on the water.

If time and staff allows, we will assist in everyway possible.

Please understand, we desire all members to secure their boats and give great consideration to their personal safety, however, we must consider the safety of the staff and families and release them to attend to their concerns. So please do not wait until the last minute.



HARD WIND FOR CGSC'S GOOMBAY REGATTA!

Coconut Grove Sailing Club hosted its annual Goombay Regatta on Saturday and Sunday of Memorial Day weekend, May 26-27. PHRF boats sailed a 15-mile Pursuit Race on Saturday, with the One-Designs sailing a conventional regatta on Sunday.

It was windy and rough on Saturday for the 15-boat PHRF fleet, with slightly less wind and sea on Sunday for nine Snipes and three Flying Scots. In fact, it was so windy on Saturday that the Race Committee Signal Boat had difficulty anchoring. After an unfortunate and lengthy postponement, the race was finally started between two buoys about 90 minutes late.

In a Pursuit Race, the course distance is set in advance and so are the handicap times. The start is "staggered" with the slowest rated boat in the fleet starting first. Then, after the appropriate time interval, the second slowest boat starts, and so on until the fastest rated boat finally starts. On Saturday, it took over 35 minutes to go through the start process. Since the handicaps are applied at the start, the first boat to the finish line wins.

The Pursuit Race course covered some ten legs of beating, reaching and running. CGSC's Randy Clee, sailing his Evelyn 32 Dutch Treat started over 24 minutes behind the slowest boat. On the long, downwind third leg of the course to a buoy off the Snapper Creek Canal, Dutch Treat made a key gybe, and was never headed after that.

They crossed the finish line following just over three hours of racing. After all those miles, they just beat Pipedream XIV, a Tripp 33 sailed by Tom Piper of Biscayne Bay YC by only about 30 seconds! Spider Glide, a Sydney 36 was third. The entire fleet finished within about a 20 minute time window. Three boats were forced to withdraw due to gear failures in the strong wind.

The next day, the Snipes and Flying Scots took over for some good round the buoys racing. Both fleets sailed a triangle plus windward-leeward course each race. The Snipes needed to practice heavy air reaching, saying the South Americans are better in these conditions. They got the practice! Running off with the regatta with three firsts was Ft. Lauderdale's Peter Commette. CGSC's Nick Voss was second with a 2-3-2 series, while David Hiebert was three points back in third. "El Viejo" was 4th.

Among the Flying Scots, it was clear from the outset that only Henry Bernstein and his crew were prepared for the conditions. The threesome was there with life vests on and sailing hard. Larry Whipple's Margaritaville, with Cathy Buller crewing tried a reefed mainsail and got a third. Air America, with Bud Price and his wife, finished second under full main.

All in all, it was a great weekend of heavy air sailing for both the PHRF and one-design fleets.

Overall, 20 different people served on the CGSC Race Committee for the weekend, of which five were "first timers." Key members were Signal Boat owners Richard Crisler and (then) Vice Commodore Marc Buller, PRO Ron Rostorfer, PRO understudy Jo Ann Mathieu, and support boat operators Susan Walcutt, Ron Giachetti, Henry Bernstein, Bill Stites and Art Auwaerter.

Ron Rorstorfer

CGSC GOOMBAY REGATTA - 2007 - ONE DESIGN

Coconut Grove Sailing Club

Snipe Class

<u>Sail No.</u>	<u>Skipper</u>	<u>Race 1</u>	<u>Race 2</u>	<u>Race 3</u>	<u>Total</u>	<u>Place</u>
30571	Peter Commette	1	1	1	3	1
28814	Nick Voss	2	3	2	7	2
29400	David Hiebert	5	2	3	10	3
30288	Gonzalo Diaz, Sr.	3	4	DNS	17	4
302	Gonzo Diaz	4	OCS	4	18	5
29114	Mike Toppa G a b r i e l	7	DNS	DNS	27	6
29782	Porzecanski	DNS	DNS	DNS	30	7
29963	Gonzalo Crivello	DNS	DNS	DNS	30	8
30236	Ken Voss	DNS	DNS	DNS	30	9

Flying Scot Class

<u>Sail No.</u>	<u>Skipper</u>	<u>Race 1</u>	<u>Race 2</u>	<u>Race 3</u>	<u>Total</u>	<u>Place</u>
5321	Henry Bernstein	1	1	DNS	6	1
5220	Bud Price	2	DNS	DNS	10	2

BIG RACING WEEKENDS COMING UP!

CGSC'S THIRD ANNUAL COMMODORE'S CUP
(THE MEMBERS-ONLY CLUB CHAMPIONSHIP)

PHRF AND ONE DESIGN, SUNDAY, JULY 29TH

(JUNIOR LASER AND OPTIMIST DINGHY CLASSES
SUNDAY, SEPTEMBER 30TH)

NOTICE OF RACE IS LINKED ON THE CGSC WEBSITE
AND ON THE RACE BULLETIN BOARD
(Prior entry required!)

YOU TOO COULD BE A CGSC SAILING CHAMPION!
- COME OUT AND RACE

ANNOUNCING CGSC'S ANNUAL SUMMER SAILFEST WEEKEND

AUGUST 11th and 12th

SINGLE HANDED RACE - SATURDAY, AUGUST 11TH
ANNUAL CGSC RACE COMMITTEE PARTY

DOUBLE HANDED RACE - SUNDAY, AUGUST 12TH

ANNOUNCEMENT AND NOTICE OF RACE LINKED
ON THE CGSC AND BBYRA WEBSITES, POSTED ON
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Future Development Directions at CGSC

There are several different complex issues involved with the club's future development.

The main problem is that the club is located on public land. The Florida Department of Environmental Protection (FDEP) has informed the City that since the CGSC is not "consistent with the 'public purpose' of the deeded lands, the City should quit claim deed the submerged bottom back to state ownership. The...club would then be required to secure a lease from the Board of Trustees [State] for the associated docking facilities." The FDEP further states that their definition of "open to the public" facilities run by private entities should include the terminology "first come first served," which is defined as "open to the public with no qualifying requirements such as club membership." The City must obey State directives. Thus the City has informed us that they are seeking a temporary waiver to allow us to remain where we are until they start building the new inner mooring field, which is estimated to start in about two years. The City will then be responsible for constructing the mooring field and will assume total operation and management of the field.

Why are they rebuilding the field? Well, DERM and FDEP have determined that the City is in violation of many environmental rules in the anchorage and mooring areas, and the City has developed a plan to remedy those violations. Their plan involves matching City funds with State funds (through the Florida Inland Navigation District, also known as FIND) in order to secure the financing to install State mandated screw-down moorings in the mooring field.

Use of FIND grant money is limited to "first-come first-served public entities," and the City and State have determined that since we are a 501-C-7 corporation (i.e. a club), we do not fit the criteria for a first-come first-served public entity. Thus we cannot continue to participate with the moorings field. Ironically, a high priced commercial marina in our location would fit the criteria, since access to the marina would be open to any person who wanted to dock his yacht there, given available space. The point is that any passing boater who wants to pay market rates, and has the right size boat, could dock there for one day or more. Under the club structure, you would have to become a member first, or be an invited guest, in order to moor your boat in the club's moorings field.

In the long term, we feel that CGSC's 501-C-7 corporate structure is better for the community and the City of Miami. CGSC is open to any person who wishes to join, offers moorings for sailboats at below market cost because of club volunteerism, subsidizes many public first come first served sailing activities and thus makes affordable boating accessible to a much broader population of Miami residents. The CGSC corporate structure encourages long-term committed occupants for the moorings field, as opposed to the transient nature of "first come first served" moorings. The commitment of these occupants develops volunteerism and encourages proper maintenance and usage of the mooring field.

When the City first raised this issue with the CGSC some five years ago, the CGSC offered to pay for the installation of the moorings themselves, in order to continue managing the facility. The City officials did not accept this offer because of the "first come first served" deed restrictions. Club members and community residents then sent letters of support of the Club to then Commissioner Johnny Winton. Winton responded by putting in motion the Coconut Grove Waterfront Master plan process. The CGSC welcomed this process because we felt sure that when the master planners looked at the

club and its activities, they would recommend that the club continue in existence in its current state.

The first three renderings of the master plan showed the club in the same location. Unfortunately, the final plan has moved the CGSC building to the Dinner Key Convention Center Site. The City has offered what it considers to be a great location with much more room for up-land boat storage and regatta management. Given that under the current plan we will lose our mooring income, the proposed location would be an excellent location for a club that must make its money from up-land boat storage and regattas only.

The Club leadership has held several internal planning sessions and has reviewed the proposed master plan. The plan was discussed at the Club's Annual Meeting in June, and the membership voted unanimously that its first preference is to stay in the present location. One of the points of concern is that the master plan did not take into consideration our needs, despite our efforts to present them. Nor did the CGSC and its members have any opportunity to publicly review and discuss the final master plan option. Finally, there was no discussion of the mooring fields and the issues pertaining to it. The membership is not convinced that the Club must give up its mooring fields. Other organizations have received waivers for deed restrictions, and it is possible that we could too.

There are several other issues with the final master plan. First, our programs need docks, and it is easier to get permits to rebuild existing docks than to get permits for brand new docks. In fact, I am told it is almost impossible to get permits for new docks. Secondly, our present location is an ideal location for sailing. It is no accident that when Coconut Grove was originally founded, the docks were located in the same location that the CGSC docks occupy now. Finally, by putting Shake A Leg's programs and the CGSC's programs in the same spot, the master plan has in effect reduced the total access to the water. Having two premier programs in two different spots on the waterfront doubles the access to the water.

So where do we go? At this point we need legal assistance, and thus we have asked the membership for additional contributions to a legal fund which will be used to research our options. Obviously there are serious legal issues at the State level that may or may not be resolvable. Perhaps we can change corporate structure, perhaps we can find a different, more creative solution to the "first-come, first-serve public" dilemma. These are complex legal issues that require expert analysis and assistance. Penny Tannenbaum has volunteered some initial research and has discovered an interesting case that was appealed to the Florida Supreme Court in 1949 which may help us. The Supreme Court ruled that the CGSC could remain in its present location on public park land. It further states that the CGSC is "not in the true sense of the word a private club. To say the least, it partakes of the nature of a quasi public enterprise. Regattas and other sailing events sponsored by the club are open to the public and anyone can join the club who is interested in sailing and is of good character. Even non-members who are interested in sailing are given instructions in that sport by the club. Any person owning a boat who desires to enter the same in a race sponsored by the club is permitted to do so." Today in 2007 we still do all of the above and more. We hope to continue doing so in the future.

Andrea Stringos
Past Commodore
Future Development Chair

An open letter on the City's Waterfront Plan

As a member and past commodore of the Coconut Grove Sailing Club I have to say that I was quite disappointed at the final version of the master plan for the waterfront. There was an eleventh hour switch that shows the Coconut Grove Sailing Club as Gone. A casual observer might say how can that be? It is shown as moved to a new facility that is bigger and better.

What accompanies that change is what will eliminate the club.

To understand this you need to know what makes the club work. People who join usually only join for one purpose. They have a boat and need a good place to keep it. Once they join, for a significant portion of them they find that is a community of people who love sailing and are working to make it available to others. They learn that a portion of the money they spend on boat storage goes to learn to sail programs for kids and adults at cost, and that the money makes sailboat racing on the bay possible. Some even volunteer their time to teach classes, or work on the race committee teams that make racing possible, some volunteer to maintain the mooring fields and help administratively.

It is that sense of community that makes this happen. The fact that the money is taken as a portion of their boat storage fee and not as a voluntary donation is also a factor.

The city's plan offers the club a new facility, but along with that the club loses the revenue of boat storage. It will now be housed in a municipal facility with an artificially low rent to ease the pain.

The planners say the club must learn to reinvent itself. Why should something that has worked well for 50 years be reinvented? The sailing club built the building they inhabit with their own money; they installed and maintain the mooring field, made serious and regular capital improvements, and paid a fair rent and lots of taxes. While doing that they have taught literally thousands of kids and adults to sail and run thousands of races including Olympic trials. Is there any program run by the city that has this kind of stellar record?

The sailing club isn't looking for a sweetheart deal. They only want to exist and continue to perform the same services that they have done.

So what is driving this compulsion to put the club out of business? Here is my take.

One issue is the clubs supposed private status. This issue was addressed when the club first moved on to the property. It was then decided at the Florida Supreme Court level that because of the programs that the club runs and the fact that anyone can join, it meets the test for public. If you look at

he clubs history and current performance you will see that as many community groups have events happen there as at most city facilities. Anyone regardless of club affiliation can launch at the club and race at any organized event. Social memberships are available to non sailors at extremely low rates that allows them access to the property. Anyone who has applied for membership in the 16 years that I have been a member has been accepted. Access to the property is as easy as walking into the gate. The type of activity is regulated but no more than at any park or dock. You cannot get onto a dock at Dinner Key Marina without a key. You get the key by signing an agreement to store a boat. Doesn't that sound like just what the club does?

Another reason given for the change is to qualify the city for a grant to install the moorings. The club has said they would pay for the moorings themselves.

They argue that the view of the water would be improved if the club wasn't there. As you walk down McFarlane towards the club, the building does obscure the view for about 90 feet. However, the palm trees and the mangroves obscure 90% of the view and removal of the building would have a negligible impact on the view.

As for the look of the building, it was designed by an accomplished architect along the lines of the barnacle and other early Florida styles. Anyone who walks through the Coconut Grove neighborhoods could not mistake what the preferences of its residents are. Which do you think they would prefer the club with its bohemian charm or a modern sterile municipal facility?

Lastly the city might think they can make more money by running the moorings themselves. I was given a copy of their business plan when I was Commodore. Theirs offered less service and made less money. They have the power to ask any rent they deem reasonable as the landlord. With the volunteer labor the club commands there is no way they can outperform the clubs operating cost

I say don't let the city turn a working, contributing organization into another dependent program that will cost the tax payers money.

Charles (Bud) Price
Coconut Grove resident
Past Commodore, C.G.S.C.
2360 SW 27 Lane
Coconut Grove Fl
PH 786 303 2921

CLASSIFIEDS

Month 1

27' CATALINA (1982) New 2006 Honda 9.9 with electric start, 2 new batteries, Rigging was replaced in 2004, New Harkin Furling System installed in 2004, Mian Sail and 150% Genoa new in 2004, Sail cover new in 2004, autopilot for sailboats, GPS, anchors radio, ready to sail, \$10,000. Call Ben 305-215-0204.

Flying Scot 952 (1967) light green, Galvanized Trailer (1998), 2001 North Sails (main and jib), Extra Main (cut short for heavy weather), Spinnaker, Mooring cover and boarding ladder, Centerboard faired and painted '06, Dry sailed, in CGSC yard, ready to sail.: \$1,900 or Best Offer.



(732) 895-0688 or email: d-jansma@comcast.net,

Month 2

FOR SALE BAYFIELD 25 sailboat, 1977, Yanmar Inboard, white, 2.9 foot draft, now on CGSC mooring, Owner going overseas, Reuced to \$3,995. Call 305.546.6727.

For sale new (still in box) tripp-lite inverter, model pv 1200fc, 1200 watts continuous, 2400 watts peak, \$100. Call 305.546.6727

Month3

FOR SALE - complete windsurfing rig. Bic Calypso 320 longboard. Bic Easyride 5.7 sail plus older Wave Comp 4.0 sail. Easy Ride Boom. Excellent condition. Good beginner board. \$500 obo. Phone 305-567-3104 or email pipmilne@bellsouth.net

Kayak For Sale - 17'Current Design, Solstice SS fiberglass sea kayak in excellent condition; paddles, car top carrier, lots of extras, \$3,500 value for \$1,200. Call John at 305-858-4747 evenings after 8 PM or weekends.

Is your J22 sitting and not sailing? In search of J22 for 2007 summer charter in Biscayne Bay. Long-time J22 crew in search of practice boat for upcoming fall event out of state. Need J22 for practice only in Miami. Great way to get your boat on the water

and into performance form again. Call to discuss our campaign and how you can support women's yacht racing. Cathy Buller 305-807-4984.

PEARSON 35 [Shaw Design] "Coastal Cruiser" with 33hp Vetus Diesel; Sail inventory includes Main; 3 Jibs and Storm Jib; Sleeps 6; Aft Galley with 3 Burner Propane Stove/Oven; Recent "Marine Survey" may be shared with serious Buyer. For Sale \$24,000 or best offer. Contact: Deborah Mitchell (850) 573-3800 or email <deborahambler@bellsouth.net>.

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.

WEEKLY HOURS OF OPERATION

MONDAY Club Closed - Office is open 9-5.

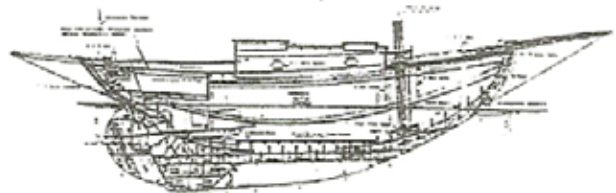
TUESDAY Lounge opens at 4 pm

WEDNESDAY Lounge opens for cocktails only, from noon - 2 pm then again at 4 pm.
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THUR/FRI/SAT/SUN Lounge w/ food & Beverage service opens at 11 am.

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ADULT SAILING REPORT

On the weekend of June 9-10, we conducted a very successful Adult Learn-to-Sail course for nine (9) adults. Our class consisted of six (6) women and three (3) men. We were extremely impressed with the cohesive nature of this class and the on-time attendance and spirit of cooperation in rigging, de-rigging and storing of the boats. All students completed the entire course and were all sailing our well-known training triangle by Sunday Afternoon. We found this one of the most enjoyable classes that we have ever conducted, due to the spirit of the attendees. Special thanks is due to our qualified and very capable coaches, Bob Van Eck (Saturday) and Marc Buller (Sunday). Their input and safety boat operation were very instrumental to the success of this class.

The class concluded with all

attendees receiving certificates and wanting to participate in our clinics and more advanced learning opportunities.

Your Adult Learn-to-Sail committee is always looking for club members to assist with our Learn-to-Sail classes for one or both days. If you can operate a small outboard-powered skiff and enjoy passing on your knowledge and love of sailing, then we have a great opportunity for you. Classes are monthly. There are no lay-offs, no overtime, no pay cuts, no job appraisals.... just fun and smiles. Want to get involved...? Contact Nick Mansbach at the club at Ext. 11.

Fair Winds and Safe Sailing,
Richard Crisler - Adult Sailing Chairman

