



June 2007

2007 FLORIDA STATE OPTIMIST CHAMPIONSHIP

Why were those weekly meetings of staff and members necessary? Why did they close the parking lot to members? Why did they ask me to remove my boat from the one design strip? What happened to the T off the one design floating dock, and why is it next to the seawall? What is going on?

If you stopped by the Club between April 13th and 15th you may have noticed the Club bustling with energy as we hosted the Annual Florida State Optimist Championship. Over 140 kids ages seven through fifteen registered for this event bringing over 600 visitors to our Club including racers, coaches, siblings, parents, volunteers and staff.

arrived and we were going to see if all those meetings paid off. Early that morning staff moved the boats left on the strip and taped the parking and strip to accommodate the 140+ boats we expected.

The Race Committee was organizing their equipment and other volunteers readied the Main Room upstairs where registration, information, jury desk, and other activities were to take place. Things were looking good; we just might pull it off. By midday the young racers started trickling in but by night fall not even half the participants had arrived.

This only meant that Saturday morning was going

to be rather hectic.

Saturday arrived with the blessing of a mild cold



On Friday April 13th the day finally

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2006 - 2007 Flag Officers

Commodore..... David Kurtz
 Vice Commodore Marc Buller
 Rear Commodore Charles Rahn
 Secretary Penny Aronsohn
 Treasurer Jo-An Pszenny
 Fleet Captain Charlie Rahn
 Fleet Chaplain Bishop C. Schofield
 Fleet Surgeon Dr. Nicolaus Martens

Board of Directors

Antonio Bejarano (09) Nick Martens (08)
 Richard Crisler (09) Ann Platt (07)
 Stefan Krumbiegel (08) Jaime Ramon (09)
 Clare Hamm (07) Ron Rostorfer (08)
 Doug Hanks (07) Mike Weber (07)

Committee Chairpersons

Adult Sailing Paco Calvet
 BBYRA Rep..... David Kurtz
 By-Laws..... David Goldberg
 C-Gulls..... Anita Hansen, Krisan Lamberti
 Chamber of Commerce..... Ann Platt
 Channel Editor Cherie Branning
 Cruising&Rendezvous..... Janice Pruett
 Entertainment..... Clare Hamm
 Executive..... David Kurtz
 Finance..... Jo-An Pszenny
 Flying Scot Racing..... Larry Whipple
 Future Development..... Mike Weber
 House Richard Hobbs
 Laser Racing Jose Hernandez
 Marine Council Rick Rahm
 Marine Science Acad. Deborah Mitchell
 Membership Karen Young
 Moorings... Bill Beavers, Vladimir Stroleny
 Opti Racing Antonio Bejarano
 Orange Bowl Regatta..... Art Auwaerter
 Pier 7 Rep..... Bill Braddon, Rob Quinlivan
 Property..... Marc Buller
 Protocol..... Larry Whipple
 Public Relations Alyn Pruett
 Race..... Ron Rostorfer
 Safety & Security Deborah Mitchell
 Snipe Racing..... Gonzalo Diaz, Sr.
 Strip..... Bud Price
 UM Sailing Coordinator Charles Rahn
 Webmaster..... Beth Hernandez

Sailing Director..... Nick Mansbach
 Club Manager..... Hugh Stallings
*Lightning fleet racing downwind at
 CGSC during an Orange Bowl Regatta.
 Photo By Cherie Branning*

Volume 62 Issue 12

COMMODORE'S REPORT

This will be my last Channel article as your Commodore. This has been an enjoyable year, although hard work and challenging much of the time. There have been the rewards of working with the membership, and meeting with the City of Miami and Commissioner Sarnoff. The position has many challenges, and I am pleased the club allowed me to lead them this year. I am officially in office until June 30, 2007. The transition of the Vice-Commodore to Commodore has started. The club will be in good hands with the new Bridge and Board of Directors. I will remain on the Board as the past Commodore for the coming year.



I am pleased to say that we have improved the existing programs and added new ones. The club is over 60 years old, and has provided a great service to the community through the commitment of the membership and all of their volunteer efforts. A good example of this is all the time members put into making the Florida State Opti Championship a huge success! Please be dedicated to the club, your community and the sport of sailing by continuing to volunteer some of your time. Your efforts will be rewarding for you and many others.

Thanks for a great year,

David Kurtz, Commodore

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.

CGSC RACE COMMITTEE

SERIOUS FUN!
 Contact Ron Rostorfer
 954-401-5335
 ronsailon@comcast.net

VICE COMMODORE'S REPORT

As we start a new year, I want to thank all the members who have helped the past year. We've had a successful year and I hope to continue that into the future. As with all successful endeavors, there is always work to be done. We still face challenges but as members of this Club (and sailors) I know we are up to the task! Those who founded this Club and many, who have been here a long time, want this Club to stay. Talking to Community leaders, they want us to stay and as your Commodore I know I have the support of the membership to face these challenges.

The Master Plan continues. It's good news that we are part of the plan. I know the plan calls for many changes but with hard work, planning and cooperation, we can ensure the longevity of this Coconut Grove institution for sixty more years. The Community supports this Club and members of the City Administration support this Club. As

long as we continue to show that we deserve to be here, though our community sailing programs and outreach, I know we can count on staying here.

With summer here, it's still a good time to be on the Bay. Remember the sea breeze fills in during the afternoon and gives some relief from the heat. I hope to see you all on Biscayne Bay. Whether it's on your boat, helping with a sailing class or enjoying the many other benefits of our Club, I'll be here and wish to see you too!

Happy Sails ~ ~ __/! ~ ~

*Marc Buller,
Vice Commodore*



Coconut Grove Sailing Club

*You are cordially invited to the
Annual Installation Banquet*

Saturday, June 16th, 2006

at 7:00 P M

\$25.00 per person

Cocktails and Hors d'oeuvres 7:00 P M

Dinner 8:30 P M

Installation of Officers 7:45 P M

Music and Dancing until Midnight

*Call the Coconut Grove Sailing Club office
to make Reservations.*

ADULT SAILING REPORT

On the weekend of April 26-27 we conducted a very successful Learn-to-Sail class for adults. The class was basically full and included two students from the February class that was not completed due to winds in excess of the safety level for training.

Students learned the basics from points-of-sail to right-of-way, and then they had the opportunity to practice that in three separate sailing sessions in the two-day course. The class was mixed with four women and four men. Due to a facilities conflict, we taught the class room session on Saturday at the very nice facilities at St. Stephens church. Thanks to the folks at St. Stephens and thanks especially to our coaches for the two days, Charles Branning and Rob Quinlivan. These guys are great and patient coaches and teachers.

ADULT SAILING - SPECIAL REPORT WOMEN'S SUNFISH PROGRAM

On April 25, 26, 27, CGSC conducted an Adult Women's Sunfish Clinic. This was a well attended and very successful first step in forming an Adult Women's Sunfish group at CGSC for weekly sailing and training and eventually competing with other women's groups from other clubs in South Florida. There is still room for more adult women to participate in this group. You can use a club Sunfish or bring your own. The Ladies are scheduling a one-week-day per week sailing experience at an extremely affordable cost using our club boats or their own boats. The program will be weekly until Summer Camp starts then will immediately resume in the early Fall.

There is lots of flexibility as the program grows. Initial comments from the clinic indicate a strong conviction of those participating ladies to make this happen. They now already know how much fun it can be to learn together and sail together.

Each weekly session will be coached by a US Sailing certified instructor or a highly qualified sailing coach. Currently, the ladies are planning on meeting on Thursday mornings. If you have your own Sunfish there will be a discount for the weekly sessions. This will develop into a high quality program, and there is room for more dedicated women sailors.

A special thanks to Charles Branning and Ron Canizares for their coaching assistance with this first clinic.

Come Join in the Fun, Ladies! Contact CGSC at 305-444-4571, ext. 11

*Women's
Sunfish
Class*



Programs are in place for these Learn-to-Sail graduates to move on to the monthly SunFish Clinics and also on to the Basic Keelboat classes.

For you new members to CGSC, the best way to get involved and enjoy your experience here is to volunteer your time to help with the many programs at CGSC. One of the programs that can use your help is our Adult Instruction program. If interested, please contact the club office, ext. 11. You will be referred to those that can help you get involved and explain our various programs to you.

Fair Winds and Safe Sailing,
Your Adult Training Program.



Adult Sailing Report Extra Basic Keelboat Certification

On Sunday, May 5, Coconut Gove Sailing Club conducted a Basic Keelboat Certification Class and Examination. Participants were all club members. The US Sailing standards for Basic Keelboat Certification are very high. Achieving a certification from the largest governing body of sailing is a major accomplishment. Not only will your certification be accepted nationwide at US Sailing facilities for basic keelboat rentals and further education, it also gives you significant help in reducing most boating insurance rates.

Coconut Grove Sailing Club offers the certification to all students that have taken the Basic Keelboat course, but it also allows experienced sailors to "challenge" the testing procedure with an on-water test plus an 80 question academic test. Completion of the on-water testing as well as the academic testing will earn the challenging sailor a US Sailing Basic Keelboat certification.

If interested, please contact the Sailing Director, Nick Mansbach, at 305-444-4571 Ext. 11, or at sailingdirector@cgsc.com.

Thank you for your support.
The CGSC Adult Training Committee.



Highlights of the CGSC Five Year Plan

The Coconut Grove Sailing Club's mission is to encourage the sport of sailing; to promote the science of seamanship and navigation, to sponsor cruises, races and instructional courses and foster a spirit of cooperation and good fellowship by supporting the City in running programs for the public.

The CGSC will encourage the general public, particularly residents of the City of Miami, to explore sailing and experience the natural beauty of Biscayne Bay through a variety of programs, with particular emphasis on bringing children into Club programs. People of all ages, races, able bodied or physically challenged, will be welcomed and accommodated. The CGSC will engage in activities and programs beneficial to the environment, with focus on Biscayne Bay's long term health. This year, a Sea Scouts Ship (troop) was chartered at the CGSC. This program promotes boating safety and teaches sailing skills to youth.

In the past year, the Club was host to two major regattas. The Snipe Western Hemisphere and Orient Regatta was a large success. City officials welcomed 48 teams from around the world. The Club also hosted the Florida State Optimist Championship. As part of the Florida Sailing association, the CGSC is in the rotation to host this event. Over 140 youth (and families) participated in this regatta, coming from as far as New Orleans and New York. These events promote the sport of sailing and promote the City of Miami as a tourist destination and the "Sailboat Racing Capital of the World."

FISCAL YEAR 2007 - 2008

During the Year 2007, development of the Waterfront Master Plan will continue. The club should be relatively unaffected as this point and this will be a good year to focus our efforts on building sailing programs and community services. Our placement in the community is essential to the legacy of the Club.

Seasoned sailors should emerge from the sailing programs that were started in year 2004. In this regard, the goal of the club should be to compete on a statewide and national campaign. This will require funding and significant volunteer efforts. The efforts of our sailing director will assist in achieving these goals.

Objectives:

1. Community Service and Sailing Programs
 - a. Continue to build on outreach programs.
 - b. Develop additional sailing programs such that the grounds are used at least 4 days per week.
 - c. Provide underprivileged children with free sailing lessons
 - d. Continue to provide "Summer Camp Scholarships" to underprivileged children
 - e. Grow and promote the Marine Science Academy Program.
 - f. Provide the facility to community organizations at little or no cost.
 - g. Host Florida State Optimist Championship Regatta (completed)
 - h. Seek-out and apply for grants to support sailing programs.
 - i. Seek "Clean Marina" designation through DEP.
 - j. Promote proper hurricane preparations along the waterfront with a storm-awareness

- k. campaign
- k. Promote environmental stewardship of the spoil island off Sailboat Bay by continuing participation in Bay clean ups and other events.

2.

Strategic Planning

- a. Engage City officials to continue our placement in the Community
- b. Continued participation in the Waterfront Master Plan
- c. Continue promotion of "Sail, Dine and Unwind" program
- d. Create more opportunities for spectator involvement of Biscayne Bay's thriving sailboat racing scene.

3.

Membership Services

- a. Continue enhancements to the Club web site (web cam of Sailboat Bay)
- b. Optimize use of the Club's online systems (Wi- Fi hot zone)
- c. Increase membership by 5%

4.

Capital improvements

- a. Conduct a work weekend (completed)
- b. Upgrade down stairs locker rooms
- c. Continue replacement of main dock planks

Racing Schedule – June – Mid-August, 2007

Saturday, June 2 KBYC Annual Regatta – BBYRA
PHRF #7

Sunday, June 3 KBYC Annual Regatta –
BBYRA OD #7

Saturday, June 9 Sapphire Inspired Regatta - CGSC

Saturday, June 16 BBYRA PHRF #8 – CRYC

Saturday, June 23 BBYRA OD #8 – CGSC

Saturday, June 30 Full MOON Regatta

Monday, July 2 Great Turtle Race

Wed-Sat, July 4-14 Regatta Time in the Abacos

Saturday, July 28 Full MOON Regatta

Sunday, July 29 Adult Commodore's Cup – (CGSC
Club Championship)

Sat-Sun, August 11-12 Singlehanded/Doublehanded
Races, Race Committee Party, Summer
Sailfest Weekend - CGSC

Elliott Key Rendezvous

April 27-28, 2007

When several club members complained that the Annual Club Rendezvous was going to be held at the Dock this year, Club Treasurer, Jo-An Pszenny and myself, proposed that we hold an unofficial rendezvous at Elliot Key as is past years, except it would be a much simpler affair.

The history of the ACR goes back decades to when the men of the club took it upon themselves to provide a get-away for the "little women" and they agreed to do all the cooking & cleanup. Over the years some traditions developed such as the 15 bean soup for Friday night arrivals, the fish chowder with fresh grouper and veggies chopped and cooked in a big pot over a stove, the shrimp boil, the club's famous rum punch, barbequed hamburgers and hot dogs for kids, steaks and chicken for adults, a big bonfire to cook S'Mores, a treasure hunt for kids, and an island cleanup just to name a few.

This year, Jo-An arranged with Club Manager Hugh for the kitchen to provide the ingredients for the rum punch, shrimp to boil, and charcoal for grilling. Bill Beavers took charge of the 15 bean soup and arranged for the club's chef to cook the soup. All attendees were advised to bring a dish to share, something to grill, and a dinghy or other transportation to come ashore if they weren't going into the harbor.

The weather forecast was for moderate weather with light winds shifting to North and then East by Sunday afternoon. The weatherman was right on!

Late Friday afternoon, Jo-An and I motored down in her boat, Dona Pituca. Gail and Will Pulsford and son James, and Dudley Clarke and his lady Becky also arrived on Friday (they brought the club's propane stove and other supplies).

We found the harbor very noisy and buggy, so we anchored out for a restful night. Then early Saturday morning, we motored in and claimed a slip on the south side of the harbor right at the waters' edge. There was a grill and 3 picnic tables - the perfect spot. Jo-An pulled out her shade tent and in no time we were set up for guests.

Bill Beavers and crew motored into the harbor not long after with the bean soup. After the stove was delivered via Dudley's dinghy, we commenced to begin the food portion of the party. At one point we couldn't get the propane stove to light, thus Jo-An brought out her alcohol stove and I started the charcoal grill. Luckily, Eric Stibitz and Bill's persistence and ingenuity got the propane stove to light.

It was exciting to watch as one boat after another appeared on the horizon heading for the island. By early afternoon 10 boats were anchored offshore and one by one the dinghies landed - Jimmie and Jim Faucett,

Alyn and Janice Pruitt, Elena & Ray Schnell, Eric Stibitz in a power boat, Bill Braddon, Nick Martens and family and the Pruitts' friends, Adrienne and Pat who helped provide launch service. The piece 'd resistance came in the late afternoon as the party was really cranking. The Bullers and Hamms arrived on HammerTime with a beer keg on the bow! The party was official! The food just kept coming as more people arrived with their offerings - even lamb chops!

As the sun started it's drop below the horizon and the hum of the islands residents (mosquitoes) drove us out to the cool, peace of the anchorage, the new sounds of - karaoke? Rafted downwind from Hammertime and friends. They provided amusement for those too tired to carry on into the night.

At dawn, a north wind had swung the boats so that they looked like wagons in a circle. Those folks with dinghies visited with this one and that one. Some took a refreshing swim, others just enjoyed the peace and serenity of the day, happy as a flock of gulls to be among their own, sharing this bit of nature.

One by one the boats weighed anchor and bid farewell to the rest. The late leavers were rewarded by a fair east wind for a reach home.

Thanks go out to the 30 plus who participated in keeping this tradition, scaled down but very much alive.

Karen Young



37th Annual C-Cull Cup

A cool breeze blowing a moderate nine knots out of the east felt fresh as Trish and I came across the bay to organize the Race Committee team for the 2007 C-Gull Cup, held May 5. Being one of the first boats on the water on a Saturday morning is always so peaceful. The lawn at the club was already bustling with activity as we pulled up to the main dock to bring on equipment. Despite discussions earlier in the week indicating at least four entries, the scratch sheet for the day's races only had two boats listed.

The turnout was unfortunate for the Club's long standing ladies regatta, but a wonderful opportunity for the Race Committee to do some Principal Race Officer (PRO) training. Thanks to Ron Rostorfer's continuous recruiting and training efforts, we had six volunteers with varying levels of experience ready to get things started. After reviewing the Sailing Instructions (SIs) at the land-side team meeting, we loaded up and headed out. Thanks to Anita Hansen for writing the SIs for this regatta. They were well thought out and made a great example to train with. It is always a great way to get the team "on the same page" before getting on the water. With the occasional radio difficulties on the water, having everyone aware of the game plan beforehand allows the team to be able to anticipate and give input as the weather inevitably changes.

Having another extremely qualified PRO on hand in Larry Whipple, we decided to split up and have him and Jo Ann Matheiu at the top of the course in the Mako, and I would rotate everyone on the signal boat through all the positions at the bottom of the course. The signal boat personnel were grouped into starting, finish and course management teams.

The first most important job is to know what the wind is doing, so as we cleared the channel we stopped the boat to do some wind shots. The breezes on the bay oscillate semi-regularly, so it takes a few minutes of patient observation to see the range in wind direction. After everyone had a chance to practice, the consensus was between 075 and 090 degrees at 1030 a.m. With this tidbit, we knew we would have to go about a mile south of Donovan's channel marker to have enough room for a two mile course to weather. Based on the boats competing (a J/27 and a Sonar) and the tide nearing high, we knew the bay bottom would not be a factor.

After dropping anchor and checking the wind some more, we chose assignments and got to work. The PRO is basically the CEO of the race course and needs to rely on the input of the team members to make decisions. The weather and wind

observer advises the best bearing and length to set the course. Once a timer is in position, that person has control of the starting team through the starting sequence. The PRO can help out in the starting team if the crew is shorthanded. At the end of the race, the finish team takes over. Organized around the Scribe/Scorer, the team divides up to sight the finish line, call out sail numbers, call out times, give sound signals and record finishes. A tape recorder is normally an essential back up, but with only two boats we opted not to use one. In large regattas, a video camera can be a race saver!

The individual mark boats usually know where the marks need to go and only ask for final drop verification at the last minute in case the wind has shifted during their movement into position. With Larry and Jo Ann on the Mako, the race course almost set itself. On the signal boat, everyone did a fantastic job as well. Thanks to Bill Sites, Henry Bernstein, Karen Young and Ron G (sorry for the early senior moment) who grasped the concepts and ran with the ball almost immediately. After taking turns as PRO, Timer, Wind Observer, Line Sighter, Scribe/Scorer and Sound Signaler, our little group was ready to run races. And three we did, not to mention the group of practice starts in between!

We did not get to watch too much of the sailboat racing action (as we would normally have picked up the anchor and follow the fleet around the course), but it must have been a great day judging by the smiles on the competitors faces as they crossed the finish line and headed back to the club. Many thanks to all who took the time to but this day together. A fun regatta is the best regatta to practice with, where the pressure on the PRO can be eased and new leaders can be formed.

Have Fun & Sail Fast!

Wil



(continued from 1)

front which brought great weather and favorable racing conditions. What a great sight to see kids of all ages running around the Club rigging their boats in anticipation of the day's racing. By 9 am all participants were address by our two PRO's at the skippers meeting and by 10am they were launched to their two courses. Peace and tranquility fell across the Club.

The fleet was divided into two, Gold and Silver. The Gold fleet which was comprised of over 90 more experienced sailors raced four races on an Optimist Trapezoid course which was centered approximately 1.5 nautical miles South of Brennan's Channel. The Silver Fleet which was comprised of over 40 less experienced sailors raced six races on a modified Olympic course which was centered approximately

0.8 nautical miles Southeast of Brennan's Channel. Both fleets were treated to some excellent racing conditions with steady breezes between 12-15 knots. By 4 pm both fleets were sent back to the Club to de-rig their boats and enjoy the BBQ dinner. By 7 pm the only evidence was over 100 Optimist dinghies all properly stored on the Club property.

Sunday morning arrived with a brisk breeze and a forecast of thunderstorms and winds to be in the mid 30 knot range. A further in-depth look at the weather indicated a window for some good racing until 2 pm that afternoon. So without hesitation, both fleets were sent out to their respective courses for another great day of sailing.

The kids were met by a very choppy/wavy Biscayne Bay where the wind gods were delivering a steady 20-25 knot breeze. The majority of the Silver Fleet



was able to complete the one race run by their Race Committee while the Gold Fleet was able to get in two races and complete the six races needed to allow the competitors to throw out their worst finish.

By 3 pm all protests had been heard and the results were in. The 2007 Florida State Optimist Champion would be no other than Mike Popp who sails for Davis Island Yacht Club in Tampa and Team FOR. Congratulations are in order to Mike who achieved this win by sailing good and hard as evident by his consistent finishes, all in the top five. For a complete listing of the results please visit our website at www.cgsc.org.

It is all past us now. But looking back a few months ago all you could hear was "There is no way we can host that many kids! How will we safely get

them in and out of the water? Our regatta chairman disappeared! Who is going to run it? How will we ever get this done? Where will we park them all? We don't have enough resources etc, etc, etc."

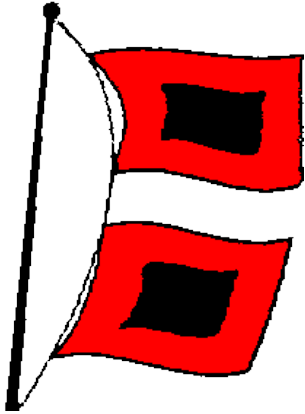
Well all those skeptical individuals were wrong. Thanks to an army of volunteers from all areas together with our staff we were able to pull it off!

Special thanks to our Rear Commodore Charlie Rahn and his friend Mark Taylor who's commitment to build a ramp is what made this event a reality. Thanks are also in order to our Race and Safety Committees, led by Ron Rostorfer, Art Auwaerter and Jeff Zirulnick, together with our Land Volunteers led by Penny Tannenbaum and Club Staff, led by GM Hugh Stallings. All in all we had over 80 volunteers from ours and many other clubs who made this all happen.

AGAIN THANK YOU!
Jaime Ramon



----- SAFEKEEPING OF BOATS DURING HURRICANE SEASON -----



CHANT (To be remembered):
June - too soon; July - stand
by; August - a must; September
- most ever; October - not over;
November - remember.

1) Keep adequate fuel, filters
clean and run engine 1/2 hour
weekly. Acquire **THREE (3)**
LARGE STORM anchors.
Danforths are good here; so
are Fortress/Guardians. Nat
Herreshoff: "Plows belong in the
cornfield." I think that's true here
unless they're VERY LARGE for the boat. Delta's are pitiful,
and small anchors (12# -steel) are useless for big boats in
storms. **DO NOT USE WIMPY ANCHORS AS YOUR BOAT
AND OTHERS WILL BE DAMAGED, AND YOU WILL
BE UNPOPULAR!!!** Use 100 foot line, chain and LOOSE
CHAFING GEAR secured.

2) Keep bottom and propeller clean. Explore the safe-haven
sites BEFOREHAND.

3) Know how to perform all the steps and get early
agreement with **AT LEAST ONE FRIEND TO HELP YOU**;
this may involve favors of some kind, bribes or refreshments,
but it's worth it.

4) Before or ASAP after a Moorings Evacuation notice is given
by the CGSC ad-hoc Committee, established for the purpose,
take the three (3) anchors aboard (lashed on deck is O.K.).
Examples: 40# Danforth, 30# folding grapnel, 33# Bruce. Go
to a protected location and **anchor far away from other
boats - at least five (5) boat lengths**. Place largest anchor
to where strongest wind may come from, probably SE, and
the other two **120 degrees** on bow each side with 10:1 scope
maximum; too much line allows boats to "sail at anchor", jerk
madly and damage other boats. A dinghy and with extra hands
is really helpful, but a swimmer with a float for the anchor can
do it. Secure chafing gear in place and lash tiller/wheel 45
degrees off center to minimize sailing.

Suggested Hurricane Anchorages

- West of Star Island: 3 bridges N of CGSC: Rickenbacker,
Dodge Island, McArthur, then right past the Miami Yacht Club
to the Flagler Memorial and right.

- Marine Stadium: Thru Rickenbacker and right to near far
end and out from the Rowing Club.

- No Name Harbor - Key Biscayne - Bill Baggs State Park

- Coral Gables Waterway mangroves: south past Four Way
Channel and into the Waterway: take 1st left to the end.
This is a preferred spot for many; four rules apply 1- Do not
anchor nor attach lines across canals. 2- Do not tie up to
private property. 3- Do not attach to mangrove trunks, but
walking anchors well into the mangrove roots is apparently
O.K. 4- Everyone is responsible for damages they cause.
Method: nose the boat near the mangroves but afloat, walk
an anchor(s) into the mangroves, then angle stern anchors to
position the boat and hold it out from the mangroves in case
of surge. **Note: These canals are scoured by tidal current
and offer POOR HOLDING. A heavy kelleet on the stern
lines is helpful.**

5) Minimize windage: Remove biminis, sails and dorades;
lower boom.

6) It is a motor trip, so check packing flange for drip afterwards
and adjust if necessary. Pump bilge, check head and valves,
turn power off but leave auto-bilge pump on, lock boat and
set alarm.

7) Check boat often in succeeding days and notify others if
their boats are NOT O.K.

Cooperation helps keep boats safe and minimizes problems.
Call someone to share a motorized dinghy, and someone with
a van or truck for pick-up near the Miami Yacht Club, Watson
Island boat ramp (parking fee \$8/day), Rowing Club, No Name
Harbor or Gables Waterway: Cocoplum Blvd. Also, check with
the CGSC Manager/Office for launch service to sights. "All for
one, and one for all!", and all will be O.K. It gets easier once
we get into it. This is not an exclusive thing; anybody can be
a part. Get in touch with others going to the same place, a
hand-held VHF or cell phone helps.

The cost for failing to prepare for hurricanes can be very high
for boat owners, and can sabotage your, and other's, insurance
Good Luck to us all!!!

Bill Beavers

For more general information, please see the advice from
Boat US Insurance at <http://www.boatus.com/hurricanes/brochure.asp>.



Hurricane Preparedness Course Will be held on Saturday, June 2nd and again on Saturday, June 16th

Highly recommended for anyone, but particularly those who haven't been through hurricane here nor have experience preparing for an approaching hurricane. The seminar begins sharply at 9:00 AM. The morning is spent on theory and looking at anchor rigs. In the afternoon there will be trips to the mangroves and Marine Stadium with anchoring demonstrations. Please contact Phil Kellett for details at (drpkellett@aol.com or (954) 288-0679.

A 2006 Thank You letter to Phil Kellett!

Phil-

I had the pleasure to participant at your hurricane preparedness course that you held on April 22, 2006.

I was a sears cup contender in 1965, captained a new C&C 66 Ocean Racing Sailboat in the 1970's, have cruised my 42' Creekmore since 1976, and taught a few sailing programs in the past.

I found your class extremely informative. It was presented in a manner that i believe could be easily followed by a novice and brought up all that i have learned through the years and a few additional ideas that will help protect my boat and myself from personal injury in the future.

It was time well spent hearing what you have learned over the years protecting your boat and the experiences you gained by helping others when they were in need.

What an intelligent idea and rewarding experience it is to go through these steps before the hurricane season arrives. It will help keep all of us safer, calmer and level headed.

Fair winds,
Robert Deresz, Yacht "yonder"

THE BEST COME TO RACE AT CGSC!

The current (May 2007) issue of Sailing World magazine contains an article by world renowned sailor Gary Jobson entitled "An All-American, America's Cup Team.

We know that the America's Cup has morphed into free agency. A New Zealander is skippering the U.S. boat and an American is skippering the Swiss defender, etc., etc., etc.

However, Gary speculates as to who his all U.S. crew would be if the old rules were still in effect where all the crew was from the same country that their boat represented.

Gary's 17-person crew included Clay Johnson, the brilliant young Laser sailor who destroyed the Laser fleet in CGSC's most recent Orange Bowl Regatta last December. In addition, Snipe and Star sailor George Szabo is in Gary's crew. George won the CGSC 2007 Don Q Snipe Regatta back in March.

So, there you have it. Lots of sailing talent comes to race at our little Club.

From the Manager . .



Well folks, it looks like another Florida summer is upon us. The swamps are on fire, storms are brewing in the ocean and water is being rationed. Ah, another day in paradise! However, there is a small island of family fun located at 2990 S. Bayshore Drive. Sure parking is a pain, but if you can navigate though the flowing palms and find a spot, you'll be at your own little private oasis on the bay.

Here you'll find a beautiful view from the covered deck accented with good food, beverages and a down home camaraderie only formerly found in days gone by.

If you want more than just relaxing and enjoying the view, there are many other options. Bring the kids down and enroll them in one of our many sailing programs. Sign yourself up for an adult class. If you already sail, check out the Rendezvous group or the the Race Committee. If your more into the social scene, get involved with the Entertainment Committee.

A private club is not much more than a big tree house. The members build it, play in it, chase off the imaginary dragons that try to attack it and whenever possible - enjoy it.

So visit the CGSC often. Bring and make new friends and enjoy yourself.

Well talk more next month. Hugh

HUGH'S Q&A

Q) Every now and then I see charges on my bill for "towing" or "overnight" on the dock. I never authorized this?

A) In many cases after researching this, we find your maintenance person has done this. Please advise any workers you hire that charges can be applied if they do not follow the club regulations. They should always report to the dock office first to obtain instructions and get clearance to be on board your vessel.

Q) What's the deal with the new moorings agreement? It took me months to get insurance as it is.

A) The only thing different are the mooring rules - Not the License, Insurance or Registration. A few changes have been made and endorsed by the Board of Directors. Copies are available in the dock or main office. Please Note: Failure to obtain a copy, will not make you exempt of any changes or amendments.

English Channel Cruise: Strong Tides and Magical Harbors

By Larry Whipple

When I met Phil Kellett in the fall of 2006, he talked about getting a group together to cruise the English Channel and France. He had done the cruise several times before and I volunteered to go with him. He gathered a group of six, Phil and his wife Nell, Emmi Martinez, Lenei Jimenez, Haike Lueger and me. We were to charter a Jenneau 44 out of Southampton, England on 3/30/07 and return on 4/7/07. We would be visiting Lymington in England, Cherbourg in France, St. Peters Port on the Isle of Guernsey, St. Malo in France and returning to Southampton a round trip of about 350 nautical miles.

The crew was a mix of experienced and novice sailors and to make the sail more interesting, Phil had each of us navigate a different leg of the trip. It really got interesting when I found out the English Channel has changing currents up to 6 knots, 30' to 40' tidal variations, typical winds of 20-30 knots and the busiest shipping lanes in the world. All this required timing departures and arrivals to get in and out of harbors and avoid sailing into strong currents. Adding to the problem were different marks: yellow and black cardinals and red channel marks on the LEFT returning.

We all met in Southampton on Friday and provisioned the boat. The boat was a 44 ft Jenneau with a 7 ft draft well equipped for the gales and tides in the English Channel

We left Southampton about 16:00 and sailed the Solent to Lymington and accomplished a difficult night entry avoiding the very large ferries that cross in the narrow river and have right-of-way. Sailboats have to get out of the way of the ferries even if it means them having to run the sailboat aground in the mud! Once there we rafted up at the city dock, had dinner and drinks at the local pub which was 100 ft from the dock.

Dawn Saturday was cold, wet and squally and we were up and gone by 07:00 Leneai was skipper and we passed through the beautiful white cliffs of the Needles Channel on our way to Cherbourg, France. We reached south with a double reefed main and a partially reefed jib due to the 20+ knots of wind. We

d o d g e d
numerous
freighters
during the
crossing
and got into
Cherbourg
harbor in
the late
afternoon.



Low tide

The large outer harbor was guarded by old fortresses which had kept the British out during earlier centuries. We stayed in the inner harbor for the night, again having dinner and drinks ashore.

Getting up early again on Sunday, we broad reached down the French coast in 30 to 35 knot winds and 8-10 ft seas, rounding the Cap de la Hague we headed for Guernsey with a triple reefed main and very little jib showing. Cap de la Hague has one of the strongest tidal streams in Europe and was

flowing at 9 knots that day. Initially, due to arriving a little before the tide changed, we had 4 knots of tide in our face which caused rough seas but on the turn we picked up a fair following tide and the seas became a gentle 8 ft. The crew handled the boat and the weather like pros. Nell was in her element, taking the helm in winds of over 30 knots. Due to the heavy winds and poor visibility we went down Big Russell Channel to Guernsey where the winds slowed to 20 to 25 knots. In St. Peters Port we had to wait on a floating dock until we could clear the

Larry at the helm.

8' sill into the marina. A sill is a wall across the entrance to a marina used to insure 8' of water in the marina where there is a 34' tidal variation and the marina would be dry without it. The pub of the day was the Doghouse, a two mile walk from the marina and a cab ride back.

On Monday we set sail for St. Malo, France. We reached south in 20+ knot winds with a double reef in the main and partially reefed jib again. Sailing into St. Malo was magnificent with ancient 150' high channel markers, many rocky islands and the walled city of Port St. Louis on our port beam. We stayed at the Port de Sablens marina for two lovely days of sight seeing and eating in small family restaurants. Here we found Cunningham's bar, French crepes and tidal pools. Due to the 34' tidal change a sill was used to make a public beach and an Olympic sized swimming pool, with diving board. It was all under water at high tide and only usable at below half tide. We spent many hours touring the walled city of Port St. Louis and made a bus day trip up the coast to tour Mont St. Michele. In this area when the tide goes out the harbor you sailed into might be over a mile from the sea!

We left St. Malo at 22:00 on Wednesday with Emmi Martinez navigating the 180 mile trip back to Southampton and we stopped in St. Peters Port for refueling the next morning. The 10 miles long channel between France and the English Channel Islands is called the Alderney Race and is one of the roughest and most difficult bodies of water in Europe. It is rock strewn and when the 5-9 knot tidal streams pass over shallow rocky areas the sea appears to boil. There are three possible passages and we chose the most difficult which is Little Russell Channel in 15 to 20 knots of wind with 5 knots of tide behind us.

When we got to the English Channel the wind died and we had to motor all but the last few hours of the crossing. We sailed through the Needles Channel and up the Solent to a port just south of Southampton, about 22:00. A 24 hour crossing from France to England.

Next morning, Friday, we refueled again and motored to Southampton to turn in the boat. Our adventure had ended. We had a great time, saw new and wondrous places, made new friends and now have more sailing tales to tell of high winds, rough seas, wonderful French restaurants and a highly competent female crew... Thanks Phil.

Phil plans to make this an annual trip, the boat costs about \$700/person and airfares are as low as \$650, so if any Club members are interested in sailing in France in 2008 please contact Phil.



Emmi the Navigator



The Crew

Sailing Director

Hello All,

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

After a pretty hectic month of May we find ourselves reflecting on all the positive things that happened last month, regattas, races & lots and lots of sailing, but as our season winds down we look forward to summer camp which will begin on June 4th and run through August 10th. A couple of notable things happened during the Month of May that stand apart. Our 1st Keelboat certification! For the club this is a major milestone. After gaining our status as a US Sailing Keelboat Certification school we have finally had one individual pass all the requirements. The honor goes to Dr. Armando Incera. Dr. Incera began his relationship with the CGSC through his two sons Adam & Ben who have been active participants in our Green Fleet program since before my tenure as sailing director. I guess Dr. Incera must have caught the bug and began taking adult sailing lessons here at the club, one was not enough, so he then decided to move on to bigger boats and enrolled in our Keelboat learn to sail class, but again, this was not enough. After speaking with his instructor Richard Crisler (thanks Richard) he was recommended for certification and the rest is history. Congratulations Armando on a job well done!

Another interesting thing is Clay Burkhalters' progress on the races he is doing in France. For those of you who didn't meet Clay when he was here at CGSC he is a "mini" racer. Ok, what's a mini racer? It is an individual who has either really high expectations or their just plain nuts! All kidding aside Clay is one of about 70 individuals in the world who have taken on a major undertaking. These individuals do solo races in 21 foot boats, and we're not talking around Biscayne Bay, but for thousands of miles! In his first of 5 races, out of a fleet of 60+ Clay placed 11th. Not bad for the second oldest person registered and only one of two Americans. In his second race which was a 550 mile solo, he placed 6th. Great job Clay! He also wanted me

to wish everyone here at CGSC well and let you know he really enjoyed his stay and misses the "Grove"

One final note and I'll let you get back to what you were supposed to be doing. I had my best day ever here at CGSC since my inception as Sailing Director and it involved some of my kids (yes, they're all my kids) attending a weekday learn to sail class here at the club. We decided to do something different and have these kids sail over to the mole island. After arriving there about an hour later (they're just leering) the kids jumped off their boats and began exploring. I noticed some other folks were enjoying a bar-b-que at the same time. About a half hour later it was time to pack up and head home. When we got everybody together and were briefing them on how we were going to proceed, one little girl yelled "Look" a \$20 dollar bill was in the water, well at their tuition rates this was a major find. At that time I asked this young lady what her plans were for this new found treasure. At that very moment another young lady in the class asked, Nick, are those people having the bar-b-que poor? At first I wasn't quite sure how to answer, so after giving her surprising question a little thought, I said "probably". To my amazement these kids actually asked me if they could give this money to "the poor people", I was almost speechless! I said of course you can. At that point "they" summoned these folks over and handed over the bill, these people could not believe their good fortune and were so happy I thought they were going to cry (I got kind of shaken up myself) These folks began singing the praises of these wonderful kids and turned to me to say thanks, and at that moment was proud to say "That's what we do at CGSC" we give back! I know this sounds a bit corny, but it is a true story and my best day so far.

That's all for now
Nick Mansbach
Sailing Director

CLASSIFIEDS

Month 1

FOR SALE BAYFIELD 25 sailboat, 1977, Yanmar Inboard, white, 2.9 foot draft, now on CGSC mooring, Owner going overseas, Reduced 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

Month 2

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>

Month 3

For Sale 2007 21' Com-pac Yacht sailing sloop "eclipse sl" custom trailer - spare tire - red spinnaker - 5 hp 4 cycle honda outboard engine - centerboard - kickup rudder - great for biscayne bay - custom bimini top- 2 coats Pettit bottom paint - mast raising kit - lifting rings - new condition - must move in may - \$24,747 - save thousands from new - tom - cell 617 257 0195

33 ft. CLASSIC BEAUTY - "El Bravo" is a classic cruising and racing sloop designed by William Shaw and manufactured by Pearson Yachts in 1974. Beautiful condition. She is 33 feet

LOA, with a 10 foot beam. Its centerboard allows sailing virtually anywhere. She is fully equipped for serious cruising with good sails and excellent electronic navigational equipment including a lap-top PC with MapTech's "Offshore Navigator" software. Too many features to list here. Please call for brochure. (305) 971-9378 or (305) 807-1243"

2005 CATALINA 25', 250k wing keel, bimini, gps, vhf, compass, 9.8hp, sleeps 4, cushion pkg, canvas pkg, roller furling, enclosed head, enclosed poptop, stove, davidwadle@hotmail.com, reduced \$26,500, 305-989-0063.

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.

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TUESDAY Lounge opens at 4 pm

WEDNESDAY Lounge opens for cocktails only,
from noon - 2 pm then again at 4 pm.
Dinner menu available at 5 pm.

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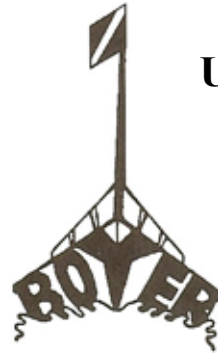


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Optimist Dinghy Florida State Championships

HUGE RACE COMMITTEE RUNS SMOOTHLY

Weeks of planning and coordination were combined with the efforts of 47 talented and experienced Race Committee volunteers. This led to excellent RC performance on the water during the Opti Florida State Championships April 14-15. CGSC's RC ran two different race areas at the same time – the Gold Fleet consisted of the older and/or more experienced young sailors, while the Silver Fleet included the younger and newer bunch. In addition to the two Race Committees, CGSC also provided six safety boats crewed by an additional 16 people. That's what it takes when you have 140 kids in the fleet!

The racing itself was exciting to watch, especially with 94 Opti's on the Gold starting line. Saturday saw a very good sailing breeze, while Sunday was super windy with gusts into the mid-20 knot range and a front on the way. The whole regatta went off with only one General Recall on the Gold Course and one Postponement on the Silver Course due to the late arriving fleet on Sunday.

Planning gave way to action on Thursday the 12th with Equipment Day followed that evening with a meeting of the Race Committee at the Club. Thanks to Larry Whipple, Frank Florin and Dennis Jansma for assisting with the RC equipment preparation.

Leading the Race Committee team were Gold Course PRO Ron Rostorfer and Silver Course PRO Art Auwaerter. Special thanks go to our two imported Opti gurus – Deputy PRO's Tricia Walker and George Muller, and our two imported scoring experts Joy Woodworth and Bobette Rousseau. We could not have done this without them.

Also, special thanks to our boat owners who volunteered their boats as well as their time. On the Gold Course, that was Juan Torres and his Beneteau 42 Sono III, Susan Walcutt and her Contender 27, Mark Pincus on Magnus Liljedahl's RIB, Mark &

Cathy Buller and their Beneteau 35 Otra Cuba Libre, and Hector Figallo and his Mako 22. On the Silver Course, it was Will & Gail Pulsford on their C&C 30 Sweet Lime, Charley Branning and his Morgan 35 Upside, Rusty Hill and his World Cat 26, Commodore David Kurtz and his Robalo and Win Cooper on his Mako 22.

The Safety Boat fleet, under the direction of Jeff Zirulnick consisted of Penny Tannenbaum's Whaler, Ken Batzer and his Whaler, Bill Johns and his powerboat, Antonio Bejarano and his RIB, and last but not least, Kristin Chapin in her Key West. Kristin is the daughter of long-time RC member Al Chapin, who passed away in December. It was great to have a Chapin back on the CGSC team!

Thanks also to those who loaned or provided RC equipment - Jack King and Carol Ewing.

The rest of our Race Committee on the Gold Course included Susan Schultz, Anne Platt, Fay Regan and Carolyn Rahn on the Signal Boat, and Dottie Rostorfer, Mary Stein and Jean Anne Davis on the Mark Boat. Bruce Schneider skippered the Pin Boat (Mako 2) with Ron Giachetti and Jane Anne Pincus aboard. Julia McGlannan, Phil Kellett and Wil Bourne were on the Finish Boat, while Bud Price, David Hernandez, Sandra Carey and Sally Dudley were aboard the Finish Pin Boat.

On the Silver Course, the Signal Boat crew included Marvin Schenker, Jo Ann Mathieu, Mike Castleberry and Jeanne Bunten. On the Mark Boat it was Larry Whipple and Doug Hanks, while Mike Lovelady, Rennie Young, Jack Hamm and Jeanne Cadwallader were aboard the Pin Boat. The Leeward Mark Boat crew was Geoff Sutcliffe and Melinda Smith. Dennis Jansma skippered Mako 1 as a Safety Boat.

Thanks to all for a great effort and a great Opti State Championships!



*Plan to attend the
Annual Installation Banquet.*

June 16, 2007



Call CGSC and make your reservations now.