

the

COCONUT GROVE SAILING CLUB
serving the community since 1945

channel



NOVEMBER 2007



Jr. Snipe State Championship

Enrique Quintero Jr. and Alex Sachs from the Coral Reef Yacht Club won the 2007 (50th Annual) Florida State Snipe Junior Championship. This is the third time for Enrique to win this championship and just after winning the Snipe World Championship in Portugal crewing for Tomas Hornos.

Twelve teams competed in 2007 Florida State Juniors. We had representatives from Ft Lauderdale, Palm Beach and Miami. The event is hosted by the Coconut Grove Sailing Club and Miami Snipe Fleet 7.



On Saturday, September 22, the winds were from about 120 degrees, but with oscillations and at around 6 knots. Our expert Race Committee (RC) ran three beautiful races and changed marks several times and did it perfectly. Enrique Quintero won the first two races and David Harrison won the last race of the day. There were some threatening clouds and our RC smartly sent us in.

On Sunday, it was blowing nice, about 12 knots from 90 to 100 degrees, but there were also threatening clouds. A race was started and finished, with David

continued on pg 8



2007- 2008
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Cover Photo Flying Scots racing downwind at CGSC during a Regatta.
By Cherie Branning

Volume 63 Issue 5

COMMODORE'S REPORT

As we enter November, there are many opportunities to enjoy Biscayne Bay. The BBYRA will be active, we host the SE PHRF championships this month, I hope you get out there and enjoy the racing. If you prefer not to race, consider helping the race committee or take others out to cruise and watch the races. Please check the calendar for details.



This time of the year, the weather gets better. It should be more comfortable on the water and the winds steady. So get out and cruise, take a day sail, visit Elliot Key or go further! The Keys are always a great destination and in our backyard.

As the master plan proceeds, we are keeping up with what's happening. We recently met with the City staff and representatives from Sasaki. At this time, there are no decisions made. I will keep you all advised of any developments. Due to the Thanksgiving holiday, the general meeting will be postponed one week to Friday, November 30th at 7:30 PM

Finally, the Board of Director's and I wish you the best at Thanksgiving. We have a great Club, and hope you are all thankful for our riches and I'll see you on the water!

Marc Buller - Commodore

A Note to some CGSC Volunteers

Bill:

I just read your and Dr.Phil's article in the September issue of "The Channel" and wanted to congratulate both of you for the quality of the communication and also for your undivided and devoted contribution to the design, re-design and maintenance of CGSC's moorings field, which all of us members enjoy and appreciate immensely. Our moorings have had very few failures, if any, since I joined the Club 15 years ago; this says a lot for the quality and sound design of the present system. Perhaps we should think a little about these things every time we take the launch to go to our mooring; things that don't happen by themselves, even though many take them for granted, like the sun coming out every morning !!

Thanks for your very valuable help. Keep up the good work!!

A Grateful Member

VICE COMMODORE'S REPORT

One of the best things about sailing is the sailors.

In the last couple of weeks I was fortunate enough to have two separate reasons to spend time with sailors I had last raced against more than 33 years ago.

In both cases I was only lucky enough to spent time with these old friends once in the last 33 years. Yet it took less time than a 3 minute starting sequence to feel like I was out sailing with them the previous day.

One instance was a college alumni regatta at SUNY Maritime College, sailed on the East River in the Bronx. Recounting stories from our teenage years was a lot of fun. Hearing accomplishments ranging from winning the America's Cup while sailing with Ted Turner, to building and selling software companies did not come as a surprise, knowing the drive these guys had when they were young.

The second reason to spend time with sailors from my youth was when I found out my son Andy would be spending a year in Newport RI attending the Naval Academy Prep School. I was pretty sure that one of the sailors from my teenage years lived in the area. In today's world it was not hard to track down Sue, and arrangements were made to stop by her house, so Andy could meet the family before he started school. Within minutes he was made to feel like part of the family, and the party that night revealed that Sue had 2 sisters and a brother that all lived within a mile. Needless to say that when given "On Island Liberty", Andy has had a home where he has been able to escape the military life for a few hours, or a couple of days.

Carolyn & I just returned from the Parents weekend up in Newport, where instead of a cold hotel room, we had a beautiful home to stay at, and the

REAR COMMODORE'S REPORT

During the last month we have initiated a 'Member's Boat Use Program' which allows all members, full and social to use Club owned kayaks and sailboats. As this program develops we hope to add more boats to the program, there is a small maintenance fee for the use of the boats. Boats can be reserved by talking to Nick, the Sailing Director.

Credit must be given to Nick, our Sailing Director, and Dick, our Adult Sailing Chairperson, for the programs they are developing and the fact that they have jointly doubled the revenue from the sailing programs which are now in the black.

We have new groups of 7 Sea Scouts who are members of Ship 1946. They are presently sailing on my boat but we need members with keel boats willing to take them sailing. Anyone willing to volunteer time and boat use please contact me via e-mail at DrPKellett@aol.com.

This month we inaugurate a new educational section which we call "The Seamanship Section." We will, each month, have an article on some aspect of seamanship authored by one of the Club members with off-shore experience. The initial series of articles will cover the practical aspects of off-shore sailing and will be the basis for a lecture and practical class series that will take interested members from the Bay out into the Big Blue Water.

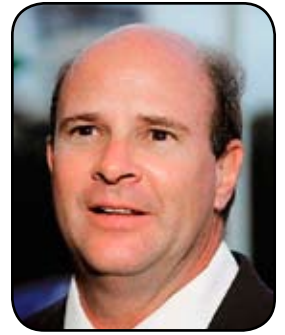
chance to catch up on 30 years of life stories.

It seems to me, that people you become friends with through the sport of sailing, will be your friends for the rest of your life, even if you go many years without spending time with them. I think it has something to do with the fact that you have a common bond of having been pitted against mother nature, either hiking out in heavy winds and seas, or trying to keep a boat moving in a whisper of a breeze.

Or perhaps it is the simple fact that people that go through the trouble of hoisting a sail to move about on the water just enjoy life, and sharing times with old friends is just part of that enjoyment.

So one day when you are surfing the net, look for an old sailing buddy, I'll bet it will be a welcome surprise if you track them down.

Charles A. Rahn
Vice Commodore



NOTICE:

Due to the Thanksgiving Holiday, the General meeting will be held Friday, November 30, at 7:30 PM

Gary Miller (who owns Wind chimes) and I hope to sail to Nassau in May. Anyone willing to crew please contact me at the e-mail address mentioned previously.

The Club will also be organizing a Bimini trip where members who want to sail their own boats across the Gulf Stream will have company. These courses are open to full and social members and social members will be welcome as crew on the Bimini trip.

In May Nell, my wife, and I will again be sailing from England to France and invite both social and full members to join us. The report of the 2007 trip is in the June Channel. The cost is about \$750 per week for the boat and airfare is about \$700. The sailing and navigating are very challenging and the destinations on the Brittany coast of France are magical in their beauty. However, you do need to keep track of the tides!

Any members interested in any of these programs can e-mail me at DrPKellett@aol.com or call me at 954-288-0679

Phil Kellet. Rear Commodore



A Visit to "America's Tall Ship"

Recently, the US Coast Guard Barque Eagle made a port call to Miami. Some of us were able to visit the ship at Bicentennial Park downtown. On shore, there were also displays of a Coast Guard helicopter and a 26 ft. "Safe boat" (foam filled inflatable.) These assets are assigned locally and are "Always Ready" to respond to a mariners' call for help.

We toured the decks of the ship and were able to talk to some of the crew. They were very proud of their ship, having just made passage from Vera Cruz, Mexico to Miami. As a former cadet, it was nice to see the ship I had sailed in 1979. Not much has changed, but I did notice some systems had been upgraded (mainly communications and radar.)

The "Eagle" was built in 1936 as the "Horst Wessel" in Germany. It was used as a training vessel for the German Navy, until it was taken as a war prize at the end of World War II. The ship was sailed back to the United States, passing through a hurricane and detailed to the US Coast Guard Academy. It since has been used as a training ship for future Coast Guard officers. She regularly makes summer cruises with the cadets and Officer Candidates and has sailed New England, east coast and the Caribbean. She has cruised the oceans to Europe, the west coast of the United States and across the Pacific to Australia.

The Eagle is 295 ft. LOA, displaces 1,600 tons; has a steel hull and a 700 HP diesel engine. The ship is primarily sailed via its twenty two sails. While on cadet cruises, the sails are handled by hand; mechanical advantage and many hands control the sails the "old fashioned way."

The Eagle is a fine training platform. Future officers learn to handle a ship by sail and will know how to use wind and sea when they command modern cutters. The ship is normally ported at the Coast Guard Academy in New London, Ct. If you are in the area, you should visit, or check the Eagle's website for future port's of call.

www.cga.edu (Eagle link is on the home page)

Marc Buller

Commodore
Buller as a cadet.



Nickelodeon's World Wide day of Play and Sailing Certification

Hi All:

Miami-Dade County Public Schools, the Coconut Grove Sailing Club, and Oleta River State Park hosted a sailing and water sports program for students with disabilities and for community youth at Oleta River State Park in honor of Nickelodeon's World Wide Day of Play. Many joined us as we celebrated a day of physical activity and a BBQ lunch with our students with disabilities and their families.

The event took place Saturday, September 29, 2007, from 10:00 am to 2:00 p.m.

Additionally, we are ready to begin the sailing certification classes at the Coconut Grove Sailing Club. Candidates should respond by e-mail if you would like to attend the sailing certification classes on either November 3 and 4, 2007 or November 17 and 18, 2007. THESE CLASSES ARE FREE TO THOSE WHO ATTENDED

THE NRPA ACCESSIBLE WATER SPORTS TRAINING THIS SUMMER.

Regards,

Jayne

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Physical Education and
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Seamanship Classes

Seamanship Section

This month we start a series of articles on off-shore sailing, they are the basis for a lecture and practical series of classes that will teach the participants to go from the Bay to the Big Blue Water.

Seamanship is the art and science of taking a boat and its crew safely from one safe haven to the next. Seamanship is not a rigid science but is a mixture of art and science that requires that you use your knowledge and skills in a flexible and fluid way to bring your boat home safely. The principles of Seamanship have been accumulated by hundreds of thousands of seamen over centuries of sailing the oceans of the world.

The articles are not lists of rules but rather the compilation of the author's experience and what they have learned from the cumulative knowledge of the sea. The recurrent theme is preparation...preparation and more preparation...hence the title of the first article.

Preparation of Self

The most important elements in the seamanship equation are the skipper and the crew, they are usually the weakest link. In the Fastnet Race disaster of 1979 crews abandoned sailboats and died in the life rafts while the sailboats survived the storm.

Before you can go and sail in the Big Blue Water you need to ensure that you personally are as prepared as much as possible and this preparation is multi-factorial involving fitness, knowledge, training, experience, courage and equipment.

Fitness

While great strength and athleticism is not necessary you must have the stamina to keep a boat sailing on reduced sleep. Start your exercise program well before you are caught off-shore in a gale, a few hours a week in a gym will pay enormous dividends. You should also not have any serious medical problems such as angina that could cause serious physical impairment.

Sea Sickness is incredibly debilitating and must be controlled as much as possible. I have not been sea sick for 30 years but I always take non-sedative anti-seasickness pills for 24 hours before I go to sea and continue to take them for the first 48 hours at sea. I also eat high carbohydrate and low fat meals before sailing and for the first 48 hours at sea. Sea sickness can be reduced by minimizing the time you spend in the cabin in a vertical position, either be in your bunk or on deck and take the helm if you feel sick.

Knowledge, Skills and Training

The knowledge and skills required to skipper a boat are many and varied and often and they are often acquired slowly and painfully. Read everything you can such as Adlard Cole's book 'Heavy Weather Sailing' the English bible of off-shore sailing. Attend lecture series like the one the Club will be giving. Practice the skills such as: heaving-to, man-over-board and reefing down all of which will be covered in the practical course we will give. However, the most important teacher is personal experience...go out when the wind is blowing... If you do not go out in progressively more difficult conditions you will never progress beyond 'sunny afternoon sailing'.

Personal Equipment

I sail a great deal in cold and wet conditions and I have a very comprehensive list of foul weather gear and personal safety equipment. I dress in layers of high tech clothing that is warm even when wet and my foul weather gear is the best Gore-Tex. While this gear is very expensive West marine have good gear at reasonable prices that is more than adequate for the semi-tropical waters we sail in. It is surprising how cold it gets even in Florida when the wind and rain are severe in Winter and Spring and remember that heat loss from an uncovered head can be severe, sailors rename their ski hats 'watch caps' and mine has been with me for 20 years and sailed over 30,000 miles. Waterproof sea boots are also required for winter sailing and again buy the best you can afford.

The picture shows the St Malo crew leaving at 22:00 on a 200 mile trip back to England

One place you should not economize is on personal safety gear. Buy the best self-inflating life jacket with an integral safety harness and fit it with the optional crotch straps that keep the life jacket down and correctly positioned when it is inflated and you are vertical in the water. Fit it with a top quality automatic light and strobe so that you can be seen in the waves at night and buy the best tether that is available with locking hooks. I even carry a personal EPIRB with an integrated GPS...expensive yes, but I have no intention of dying at sea with an extra \$600 in the bank!

Recently I delivered a Farr 40 race boat down to St Thomas, I was dismayed to discover that after 24 hours beating into the Gulf Stream that every dry locker on the boat had 6 inches of water in it and my clothes were soaking wet. I now have a waterproof sea bag and seal all my clothes in plastic bags...something about new tricks for an old sea dog!

Conquering Fear

The most disabling factor in off-shore sailing is fear and the worst error is to 'fear fear'. Most of the time fear comes from lack of preparation and understanding... If you are fit, have the correct gear and have practiced reefing, heaving-to and sailing in difficult conditions then you will have the confidence to face what the Sea throws at you and you will be able to concentrate on solving problems instead of being paralyzed by the thought of problems.



Sailing in the cold.



The tides at Gurnsey.

Sailing Director



Hello all... The sailing world is doing outstanding! We are still setting record numbers with our Green Fleet, Beginning Racing and Youth Learn to Sail. I was informed that in days gone by there was a problem with retention, not anymore! At this particular place in time we have more kids than we do boats. Not really, we've been using some of the St. Stephens boats to make up for the shortfall. In total we have 33 kids in these programs and still have parents inquiring about classes.

Recently we had the "almost" Jr. Commodores Cup Regatta which was scheduled for the 30th of September. I call it "almost" because although it was rescheduled due to weather, the kids were so pumped up about sailing that day we had a mock race anyway. The winds were in the 20 knot range and in my opinion was a great opportunity for kids who have never sailed in winds of more than 10 or 15 knots to get some practice. Instead of racing around a set course we opted to sail around the spoil island just south of Brennans Channel. To my amazement all the kids did a wonderful job. Not one of them capsized or gave up due to the heavy winds and everyone including coaches, parents, staff and I had a fantastic time. This was exactly what some needed to understand what it takes to be competitive in a regatta. The actual Jr. Commodores Cup Regatta is now set for the 13th of October; stand by for the results in next months Channel.

I would like to thank Kay Voss for her part in getting a donation from the University Of Miami for 3 Sunfish and 1 Laser. This really could not have come at a better time as all our programs are running strong and we need this equipment to increase the number of students we can teach.

As promised the "Member Boat Usage Program" is now in place and we look forward to getting some of you "landlubbers" trained and out sailing. The program has a number of boats that can be used including Kayaks, Sunfish, Lasers and a Pearson Ensign Keelboat. I will be talking to some of the Flying

Scot folks to see if they would like to be involved with this as well. Here's how it works... First, you must be able to show proficiency in the vessel that you would like to use. Any staff certified US SAILING instructor will be able to check you out. Those folks are: Richard Crisler, Dr. Phil Kelet, Antonio Bejarano or I and arrangements must be made with one of us in advance of your trip. There will be a minimal charge for maintenance and a damage deposit will be required on all boats. We ask that you abide by all Coast Guard rules and regulations i.e.; proper safety equipment, no alcohol etc... We will not issue VHF radios and at the very least you will need a cell phone for communications to shore. So, put down that drink and get out there!

In November we will be starting a national training with Parks and Recreation. We have partnered with MDCPS to provide basic sailing lessons to any Parks and Recreation employee who works with the disabled teaching sailing. This will allow them to properly instruct their students on basic sailing techniques. This program is the first of its kind and is grant funded through NRPA. We hope this is the start of a much needed program and look forward to this being the first of many of its kind.

Finally, I'd like to welcome Mike McHugh aboard as our new sailing instructor. Mike has an extensive sailing background with a great deal of that experience right here in Biscayne Bay. The kids that Mike has been working with have expressed to me what fun it is to work with him and also how much he is able to help them with something that they love to do. So Mike keep up the good work!

That's all for now
Nick Mansbach



Far from home in Newport RI, CGSC sailors David Hernandez and Andy Rahn are happy to see each other. David was sailing in the Laser Olympic Trials, and Andy had a weekend liberty from the Naval Academy Prep School.



VC Charlie Rahn, with Gary Jobson (1972 & 1973 All American), Buddy Duncan (1977 All American), and Jim Gallagher, (1982 All American) at the SUNY Maritime Alumni Regatta. Gallagher won the 14 boat regatta and was the only one in the picture to beat our Vice Commodore, who finished 4th.

CGSC RACE COMMITTEE RANGES FAR

CGSC's Race Committee members don't just handle race management for our Club on Biscayne Bay. They are also involved in other venues – bringing back highly desirable experience and information. This can only cause CGSC's race management responsibilities to be discharged on an even higher quality basis.

JoAnn Mathieu, CGSC's web diva and a new Race Committee Principal Race Officer, recently served in that role at Annapolis Yacht Club's Labor Day Regatta on the Chesapeake Bay. She relates her experience below. In addition, Dottie and Ron Rostorfer, CGSC's Race Chair were on the St. Francis YC's Big Boat Series on San Francisco Bay in September, and several of our RC members will be onboard for the upcoming Farr 40 Class Match Racing and Fleet Regatta in the ocean off Miami Beach after Thanksgiving. They include Rear Commodore Phil and wife Nell Kellet, Past Commodore Larry Whipple, and Dottie and Ron Rostorfer. They'll be working with America's Cup and upcoming Olympic PRO Peter Reggio.

Race Committee on the Chesapeake Bay by Jo Ann Mathieu

I was flattered to receive an invitation to be on the Annapolis YC Race Committee for their annual Labor Day weekend



regatta. Imagine my surprise when I got there and learned that my assignment was to be PRO of the Non-Spinnaker Class fleet!

PRO Chairman, Bobby Frey welcomed me into the team, even though I mentioned that hadn't yet been certified as PRO. He assured me that this credential would cement that process. So there I was being part of this Chesapeake Bay event with 148 competitors racing on four different circles.

My Non-Spin class had 6 boats; one was a local antique beauty, "Alaris." Each Circle's aim was to get in 3 races per

day; except for my class which had one race...we went distant racing throughout the Bay everyday, using government marks as our turning points. This was a major treat for me, as I had only once before been in the Bay. I was now given the opportunity to have a tour of Chesapeake Bay every day! Our class was the first start each day on our circle.



Day One the winds were averaging around 12 kts from the ENE. It took the Fleet PRO a good amount of time each of the 3 days to lock in the windward mark, which would also be our first mark, as the oscillating conditions would remain difficult. When my fleet was finally off the line, we headed toward the Bay Bridge, and then turned south down the Eastern Shore and subsequently criss-crossing the Bay. These 18 miles were covered in 2.5 – 3.5 hrs for my class on Day One.

I was thankful that my Signal Boat operators were local sailors. Bob Awalt & Carl Mott from AYC guided me with local knowledge about how the currents and low tidal ranges combine to make conditions interesting. Additional crew was my J105 racing sister, Tracy Mathieu & her boyfriend Bobby Huffman (US Naval Academy alum), with good local info and boat handling too.

I watched the strategies of the sailors when they crossed the Bay to make a mark, negotiating the strong current running up the Bay, and the shipping traffic was sometimes of concern out there too!!

Day Two had almost no wind, starting with just 6kts ENE, and was down to 4 kts by the time the fleet crossed the finish line. The 8-mile course was cut to 6 miles. Day Three was up to 15 kts ENE. We had a 12-mile course, which they finished within 2.5 – 3 hours.

After the regatta, I had the privilege to deliver the trophies to my class, with very welcomed thanks from all. It was a wonderful thank you that will remain with me.

Harrison doing an excellent job and winning the race. Our RC was determined to get 2 more races in to get a drop race, but was only able to get one race in. A pretty strong storm (20 to 23 knots) came through and sent all in and then killed the win.

Many thanks to Coconut Grove Sailing Club and the volunteers in Race Committee that did an excellent job running the races. Charles Branning for donating the use of his boat and work in the Race Committee. Jaime Ramon our PRO and line sighter. Susan Sanders and Art Auwaerter doing the time. Flags: Margie Kozich. Scribe/scorer: Jo Ann Mathiew and Jeanne Bunten. Pin boat: Hector Figallo, Jim Waldron and Geoff Sutcliffe. Mark Boat: Susan Walcutt and Carolyn Rahn.
Gozal Diaz



Above - One of the starts.



Photos by Margie Kozich

RESULTS

POS	SKIPPER AND CREW	RACES	POINT
1	Enrique Quintero/ Alex Sachs	1-1-3-3	7.5
2	David Harrison/Greg Schreiber	5-5-1-1	11.5
3	Dominique Wright	3-3-8-4	18
4	Wade Waddell	2-7-6-7	22
5	Carolina Palacios	4-6-4-9	23
6	Edgar Diminich/Alex Swerdloff	OCS-4-7-2	27
7	Megan Place	8-8-5-6	27
8	Brandon Cairnes/Andrew Britton	6-9-10-5	30
9	Trevor Frow	OCS-2-2-OCS	31
10	Mac Agnese	7-10-9-OCS	39
11	Colleen Hartman/Eric Fields	9-11-11-8	39
12	Nicole Jarauta	10-DNS-DNS-DNS	49

Note: Brandon and Andrew and Colleen and Eric sailed as co-skippers and shared the helm. Whenever we mentioned the skipper alone is that the owner of the boat or an adult was crewing for that skipper. It is in the rules of this championship and we have used this system for more than 20 years for our Florida State Snipe Junior Championship with total success I would say. It is an excellent way to level 17, 18, 19, etc. year old with 10, 12, 13, 14 and 15 year old. It also allows us to make it easy for juniors to borrow a boat when the owner or an expert adult is on board. As you can see two junior/junior crews got first and second and Dominique sailing with Carr Moody on Carr's boat got third.



Third place Dominique Wright from Lauderdale Yacht Club receiving the trophy from Principal Race Officer Jamie Ramon.

Above-Second place David Harrison and Greg Schreiber from Coral Reef Yacht Club and PRO Jamie Ramon.



First Place Enrique Quintero Jr. and Alex Sachs from Coral Reef Yacht Club and PRO Jamie Ramon.

Below - The Juniors that participated in the Regatta



Boat Speak

Amidships - condition of being surrounded by boats.

Anchor - a device designed to bring up mud samples from the bottom at inopportune or unexpected times.

Anchor Light - a small light used to discharge the battery before daylight.

Berth - a little addition to the crew.

Bottom Paint - what you get when the cockpit seats are freshly painted.

Chart - a type of map which tells you exactly where you are aground.

Clew - an indication from the skipper as to what he might do next.

Companionway - a double berth.

Dead Reckoning - a course leading directly to a reef.

Deadrise - getting up to check the anchor at 0300.

Deviation - any departure from the Captain's orders.

Dinghy - the sound of the ship's bell.

Displacement - when you dock your boat and can't find it later.

Estimated Position - a place you have marked on the chart where you are sure you are not.

First Mate - crew member necessary for skippers to practice shouting instructions to.

Foul Wind - breeze produced by flying seagull: or, what happens when a drunken sailor exhales in your face.

Freeboard - food and liquor supplied by the owner.

Headway - what you are making if you can't get the toilet to work.

Heave-Ho - what you do when you've eaten too much Ho.

Jibe - either you like it or you don't and it gets you.

Keel - term used by 1st mate after too much assistance by skipper.

Mast - religious ritual used before setting sail.

Mizzen - an object you can't find.

Ram - an intricate docking maneuver sometimes used by experienced skippers.

Rhumb Line - two or more crew members waiting for a drink.

Sheet - cool, damp, salty night covering.

Shroud - equipment used in connection with a wake.

Starboard - special board used by skippers for navigation (usually with "Port" on the opposite side).

Swell - a wave that's just great.

Square Rigger - a rigger over 30.

From the Manager . .

If you've been to the club over the last few weekends (if not - why haven't you?), you've seen allot of activity and due to this, possibly had a problem finding a parking space. What you're experiencing is simply CGSC slipping into our peak regatta season along with 35 or more children enrolled in our Saturday Learn to Sail program (I think a record!) with Beginning Racing and Green Fleet. The place is jumping below decks with upcoming sailors!

It's also football season and the lounge offers two TV's displaying the hot games of the day, upstairs. It's a great place for some team rivalry, fueled by some liquid libation and casual food. Hector likes to stir it up, but can referee just as well. Vince Lombardi would have been proud!

We are also filling up our holiday private party schedule. If you need a place to gather with friends or your office staff for a holiday party - call me now.

Plans for our annual New Years Eve party are also being finalized and we'll start taking reservation in November. We've already booked the very popular band from last New Years and

other club engagements, "Been There, Done That".

BewaretheManateeFamily! We're all familiar with the "Slow Down - Manatee Area" signs throughout the Florida waterways. Please be aware that over the last

month a mother and two calves have been frolicking under and between the main dock and dinghy pier. If they get much bigger I'll start charging them mooring fees,

Even though there may not be any frost on the pumpkins in Miami, we can all still have a great fall season at CGSC.

Come see what's going on and become involved!

We'll talk more next month.

Hugh



Eastern Yachts

South East Florida Sales and Service for



323, 343, 373, 40, 43, 46, 49, 523, 57

IN STOCK / ON ORDER

- Beneteau 343
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28, 309, 320, 350, 387, 400, 42, 440, 470

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LARGEST DATA BASE OF BROKERAGE YACHTS ON EASTERN SEABOARD

BOAT SHOW SCHEDULE

Annapolis Boat Show
Oct. 4-8, 2007

Strictly Sail St. Petersburg
Nov. 1-4, 2007

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Hugh's Q&A

Q.: I hear the club now rents boats. How does that work?

A.: Actually, we do not rent boats, but make selective sailing craft available to Regular and Social members alike. We charge a very minimal maintenance fee for a 4 hours use, but do require that the member taking out the boat(s) be certified or checked out by one of our sailing instructors/coordinators. Please contact the Sailing Director or GM for specifics and more details.

Q.: Could you tell me more about this new program of "Take a Serviceman Sailing"?

A.: Sure. We've contacted regional military operations and offered a free sail on Biscayne Bay, with and on, a CGSC member's boat for any Active Duty Serviceman/women and their family. It's our way of giving something back and saying Thank You! If interested in helping, sign up in the lounge and we'll get a military person and their family in contact with you. A few hours of R&R on the bay is a small price to pay for all they do for us. We are also offering 50 free "Adult Learn to Sail" or "Youth Learn to Sail" classes to the Service Personnel.

Q.: What's up with all the "No Smoking" signs below decks and where did the free coffee go?

A.: First, we still have free coffee for members and their guest, but you'll find it now upstairs on the east deck. This is also a better location for diners wishing a cup of coffee after their meal. As to the "No Smoking" request. CGSC does entertain children from over 40 schools and it was felt that smoking in their presence draws a conflicting picture to the healthier aspect of sports and sailing. We won't pull that cigarette or stogy from your mouth (hey, I smoke), but we ask that you refrain when kids are around.

Q. Who Does Your Boat Maintenance?

In our ongoing efforts to protect your vessel, any "jobbers" engaged to work on your boat must maintain a current Occupational Tax License from the City of Miami and proof of \$100,000.00 liability insurance kept on file with the Dock Master. If not, you must be in attendance when any and all work is done within the confines of the club's marina and you will be held responsible for any damage caused by the jobber. The Dock Master will be happy to furnish names of licensed boatmen.

=====

A. Comment About Your Account.

During the first week of October, we published a pretty long "Arrears List". Many members were upset. In a secluded office I spent many hours that weekend reviewing the list

and agreed that allot of the fault originated with us. Within 12 hours, a list of over 240 members was reduced to 50 - many of which had resigned, quit or disappeared without notice. Over a lifetime, 12 hours is pretty short, but I sincerely apologize for the inconvenience and embarrassment it caused any member. I also apologize to the bartenders who on the "front line" received allot of abuse. Remember "Don't Kill The Messenger!" The bartenders are only following instructions. But, it's important that all members follow the prescribed rules and I would like to highlight them again. If you're currently on the arrears list and your club services have been suspended, perhaps one or more of the following apply to you.

- All membership dues (Regular, Social, Junior) were billed July 1st and due in full by August 1st.
- A \$25.00 yearly assessment was also billed July 1st and due by August 1st. Many paid the dues only.
- A \$10.00 monthly assessment was levied in June 2007 for all Regular and Life members to offset legal fees to keep CGSC in its current location.
- Social membership dues were increased from \$50, to \$100. Effective July 1st and payment in full was due by August 1st.
- As pointed out in previous months, all fees, dues, assessments, purchases, etc. will have an additional 7% sales tax added. If you sent a check for \$100. To renew your Social Membership, you still owe \$7.00 sales tax.

We're not perfect in the office and rely on your help and support - mistakes can and ultimately will be made. If you've been paying for a mooring for 10 years and suddenly notice you're not being charged. It would be best for you to contact us. Eventually, it will be discovered and you will be responsible for the missed moorings expenses.

If you are surrendering your mooring or canceling your membership, we must be notified in writing (email will do). The same holds true for changes in addresses, phone numbers and email addresses.

The CGSC accounting staff is not here to cause you grief. We simply post your charges and present you the bill. If you have questions or concerns, please contact us ASAP so that they may be resolved.

Again, we're a part of YOUR CLUB!

Help us make things better for you.

Got a question, suggestion or advice? Drop it in the lounge suggestion box or speak to me directly. Chances are many other members feel the same.

Hugh Stallings, GM

ANNOUNCEMENTS

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.

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.

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

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.

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.

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.
Dinner menu available at 5 pm.

THUR/FRI/SAT/SUN

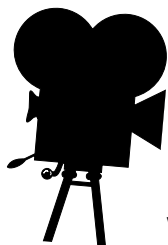
Lounge w/ food & Beverage
service opens at 11 am.

Launch service is available 24/7.

CGSC LADIES NIGHT AT THE MOVIES

There is a new movie out that you would love to see but know there is no way your husband/significant other would darken the theatre doorway and take you.

Join us, the ladies of CGSC and friends, for an informal evening at the movies. If you have nothing to do on the Second Thursday of each month, come on down to the CGSC Bar between 6:30 and 7 pm for a libation and conversation. We will have a listing of all the current Cocowalk movies and their start times



and, depending on our choice for the evening's viewing, we will walk up to the movies between 7 and 7:30 pm. Most of us have to work on Friday so it won't be a late evening.

Jean Anne Davis and Susan Walcutt

An Invitation to the CGSC West Christmas Party

Though far and away
We have moved to stay
We spin tales of the bay
In an old fashioned way.

Be sure to join us for our Annual CGSC West Christmas gathering Saturday, December 8 at 7 p.m. at the home of Fred Hutchinson II, 602 Bayside Drive, Fort Myers, Florida.

Wherever you may be today mark the date to join us to reminisce and catch up. We would love to hear from you all! Please RSVP 239 489-4302 or e-mail: irenehut@embarqmail.com for directions.

Irene Hutchinson

SPECIAL GUEST SPEAKERS

CGSC Race Committee members – please mark your calendars now for our November meeting on Tuesday evening, November 6th. Come for the Social Night food offering at 7:00 pm and stay for the meeting at 7:30. Special guest speakers will be Bill and Jill Smoak, the “Deans” of Biscayne Bay race management! Please plan to attend – it will be educational and entertaining.

HOLIDAY PARTY ANNOUNCEMENT

The CGSC Race Committee's Second Annual Holiday Party will be Tuesday, December 4th. What's new this year is that the entire CGSC membership is invited to attend. Please bring an hors d'oeuvre to share. Starts at 7:00 pm. Cash bar.

This will be the occasion for the first presentation and awarding of the new Al Chapin Perpetual Trophy. Plan to attend!

Racing Schedule November - December, 2007

Saturday, November 3	CRYC Annual Regatta – PHRF #11
Sunday, November 4	CRYC Annual Regatta – OD #11
Saturday, November 10	KBYC 42 nd Round the Island Race

Sat-Sun, November 17-18 Southeast Florida PHRF Championships - CGSC

- Saturday, December 1	BBYRA OD#12 – BBYC
Sunday, December 2	BBYRA PHRF#12 - KBYC
Friday, December 7	Palm Beach Race – Sailfish Club

Wed-Sun, December 26-30 Orange Bowl Regatta - CGSC

JOIN the CGSC RACE COMMITTEE

SERIOUS FUN!

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

CLASSIFIEDS

Month 1

MAKANI, Ranger 29 for sale: On mooring at CGSC. Single reef-point main, furling genoa, hank-on storm jib, hank-on drifter, symmetrical spinnaker w/pole (and 'tacker') in an ATN sleeve, and, when needed, a 23 horse Universal diesel. 2-burner alcohol stove, Magma grill on stern rail, Groco marine head, Garmin chart plotter GPS w/bluechart software, Raymarine ST-2000+ auto pilot, and ICOM IC-M88 handheld & ICOM M402 in-cabin VHF, stand-up Bimini, with side and aft zip-in sunbrella curtains, and cockpit cushions. Photos: makani.myphotoalbum.com A solid & beautiful boat for a good price - \$12,500. Call Mike @ 954-437-7339

Month 2

Month 3

14 Foot Hobie One MONOHULL sailboat. Rolling furler. Kick up rudder and center board. Excellent for fun and training. No dents or repairs. Very strong construction. Sailed in a lake all her life. Includes galvanized trailer also in excellent condition. Asking price \$2,100. Call me at any time. 305-588-0084

11 Foot Inflatable with 15 HP Mercury outboard. Inflatable keel. She plains easily. Both garaged and ready to go. Boat was inner coated three years ago and has no patches or leaks. Color, gray. Gas tank and oars included. Also, home made wooden dolly for launching. Asking price \$1,500. Call me at any time. 305-588-0084

FOR SALE 2003 Laser Radial. Excellent condition. Bought October 2003 and barely sailed for the past two years. Hull and deck covers, dolly. Price: \$3,000. Contact cammilne@bellsouth.net or phone 305-567-3104.

Morgan 32 ft., 1980, comfy cruiser for 4, well-maintained Yanmar diesel, 2 yr old roller-furled jib, new rigging, asking 15k 305-448-9706

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)

ANCHORS FOR SALE - RIGGED AND READY: 18# US Anchor (Danforth type) - \$90; 20# Danforth type - \$100. Call 305.546.6727

12 foot Calypso (by AB) RIB inflatable with 2002 25hp Yamaha 2 stoke outboard. Engine used very little and is in good shape. \$2300 call Jose Hernandez at 305-271-0148 for more information.

2 OZ DACRON ASYMETRIC SPINNAKER FOR 33-36' SAILBOAT, used but in good condition, Luff 44.1', Leech 40', Foot 22.7', 485 sqft. \$350. Call 305.546.6727.

One acre building lot in Franklin, NC. Asking \$55,000. View, community water hook-up, paved road, underground utilities, new survey, septic approved. Ready to go. For more info, call April Moore 828 421-9008 or Don Moore 828 421-1639.

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 to receive a copy of the rates and a contract.

Social Membership

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

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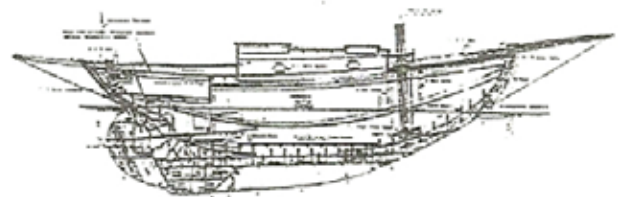
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Announcing the New Year's Eve Celebration



Reserve now to attend the CGSC New Years Eve party for a water-front celebration at your sailing club. Manager Hugh is taking reservations for our celebration to ring in the New Year in Florida Tropical style.

Back by popular demand, the band "**Been There, Done That**" has been reserved for the CGSC New Years Eve party. We had to invite them back after all the rave reviews and praise for the band. We are confident you will enjoy their return to the Veranda. They are very excited to join us again, also.

Dinner Menu is a blend of many tastes, also back by popular demand. Chef Charlie is preparing a buffet menu to dazzle and delight your pallet, while you enjoy the tastes of Southern and Tropical cuisine. Dinner includes Seafood hors d'oeuvres, Caribbean salad, three main courses of tropic tastes, vegetables with island-influenced spices, to be topped off with a South American dessert and gourmet coffee. Wrapping up the evening at the midnight champagne toast when Year 2008 rolls in, witness the Downtown Miami skyline light up with fireworks, celebrating a New Year arrival.

You are invited to bring your boat to the dock for New Year Dockside Rendezvous. Captains are encouraged to bring their boats to the dock for staying the remainder of the night. Across the street at Sonesta Bayfront Hotel Coconut Grove rooms are available for the night, should you choose to stay in The Grove for the entire weekend or just for the night. Call the Reservation Desk at 305-529-2828 or reserve rooms online at <http://www.sonesta.com/CoconutGrove/> Please state you are a guest of CGSC for any applicable discounts offered by Sonesta.

Contact Club Office, 305-444-4571 ext. 10 for reservations, questions, and suggestions.

