



SEPTEMBER 2007

Summer Ends

WHEW!!! It's been a long hot productive summer. As I'm typing this article I'm using my other 9 fingers to put the finishing touches on our "End of Summer Blowout" which

will have been history by the time this gets to you. We have invited ALL the parents and ALL the kids who have participated in our summer camp to come back for a final day of fun in the sun on Friday August 10th. So far we have approximately 80 people scheduled for the party which will include the parents and kids going out on the water from 9:30 until noon so that they (the parents) will have

an opportunity to see what their kids have been doing for the past 10 weeks, that's right, 10 weeks.

At the same time the parents will have

a shot at sailing with their little devils on the club boats. (I'm anxious to see how many parents come back soaking wet!) After the water torture we will be having a barbeque that will include everyone's

favorite fare, hot dogs, hamburgers, baked beans and chips with ice cream for dessert. After that, I and my faithful staff will be handing out certificates to all the campers. We won't have a final number of participants until the end of August, but I think a good conservative number of attendees are somewhere right around 125 to 150 kids.

Although this was my first time running the camp I feel that for the most part it went very smoothly. I can't say enough about the quality of leadership

continued on 8





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*Cover Photo Lightning fleet racing downwind at CGSC during an Orange Bowl Regatta.
 By Cherie Branning*

Volume 63 Issue 3

COMMODORE'S REPORT

There have been some developments in the Waterfront Master plan. The final drafts were shown to the City Planning Commission and the Waterfront Advisory Board. Changes are still being made as the plan progresses.



When presented to the Planning Board, a change was made to keep Shake-A-Leg at its current location and the US Sailing Center would move next to us at Dinner Key. I and several Club members spoke about our desire to stay in our current location. The Planning Board made suggestions to the Sasaki Group that includes meeting with us, more trees and assurance that new docks will be allowed by Florida DEP.

The next night, before the Waterfront Advisory Board, more changes were made. It was now decided that US Sailing would not relocate. Once again we spoke of our desire to stay at our current location giving sound reasons. The Board deferred approval of the plan until the next meeting in September.

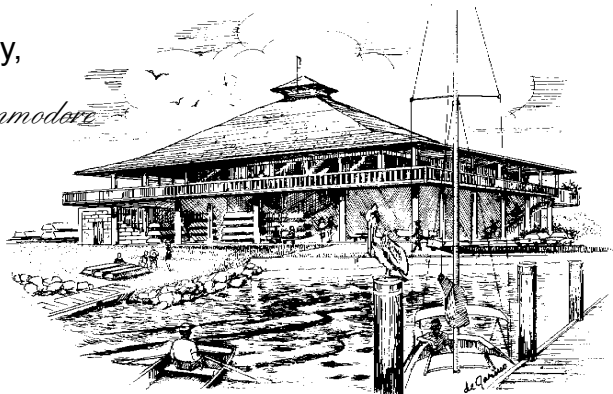
After these meetings, we spoke with Commissioner Sarnoff and his staff. We have been meeting with them and explaining our desires to stay at our location as well as alternate plans for implementation and management of the mooring field.

As this plan progresses, we will keep track of what is happening and report to you. The Future Development Committee will continue to meet and hopefully will have good news in the near future.

In the meantime, we should still enjoy our Club and promote it to others. The more members we gain, the better we sit with the City. I hope all of you will act as ambassadors for the Club and encourage new members to join the "Sailboat Racing Capital of America."

See you on the Bay,

Marc Buller - Commodore



REAR COMMODORE'S REPORT

The summer camps have been a great success and Nick, the Sailing Director, is to be commended. Dick Crisler continues to be very successful with his adult sailing classes and there is a \$50 discount for members including social members.

We have had some interest in the spinnaker and racing course but we need a minimum of four participants, the course will be given on Finesse a PERF 4 boat and will be free except for the purchase of the post course libation... Bill Beavers, the owner of Finesse, and I only drink iced tea. If there is sufficient interest I would be happy to organize a once a month cruisers race...no spinnakers and a very informal handicapping system this would also give social members a chance to crew.

My wife Nellie has just got her 50 ton Coast Guard license and would like to form a ladies sailing group for relaxed Sunday afternoon cruises, her number is 305 968 2122.

Nellie and I continue to take new members out on Shadowfax our F31 tri and if anyone is interested in sailing just give me a call at (954)288-0679. Children are especially welcome. This invitation applies especially

to social members who we would like to encourage to join out sailing fraternity.

I would also like to give an off-shore sailing course and if there is a member with a boat that needs upgrading for off-shore work we could use the boat in the course for the hands-on instruction in rigging a boat. An additional course we might offer is a daylong 'man-over-board and maneuvering under sail' course.

This week I took a serving military officer and his wife sailing. David is an Air Force Captain flying KC 135's out of Okinawa and his wife Susan is a buyer for the Okinawa PX. I am planning to offer free sailing to any member of the military and if any other boat owners that would like to participate please contact me.

Phil Kellett
Rear Commodore
Coconut Grove Sailing Club
DrPKellett@aol.com
954 288 0679



CGSC to host the FLORIDA STATE SNIPE JUNIOR CHAMPIONSHIP: SEPTEMBER 22 - 23

The Florida State Snipe Jr. Championship regatta is open to all juniors who have not turned 21 this year as follows:

a) A Junior that is a Snipe owner or a Junior that has been crewing for a Snipe owner should contact them and arrange for his participation with that boat and owner (anyone can crew for the junior including adults and best, the owner of the boat).

b) Any junior wanting to participate and can look for a Snipe owner and ask the owner and arrange his participation.

c) Juniors can also participate with a junior crew but there is no special trophy for that. It's just one category with or without a junior crew.

d) The Snipe owner should think about juniors they would like to invite or a junior that has been crewing on their boat and arrange for them to participate.

e) Anyone that knows a Junior who would like to sail in this regatta is welcome to call me to consider his or her participation. Boats for use are in limited availability but we will do our best to have the junior participate. Keep in mind the intention of our Fleet is to capture competitive Junior sailors so some limited boat knowledge and some other common sense rules may apply.

As soon as there is a match, please call me at 305 667 0492 or email me at (GCDiaz@accesspro.net) to automatically pre-register the Junior with that particular boat and sail number.

The Old Man
Gonzalo Diaz Sr.



MOORINGS

Hey Friends,

We now have 172 moorings occupied and inspections are caught up, which is great. Occupancy is usually down a little in summer as people are often cruising, moving, etc., and storing their boats in safer places for the hurricane season. On inspections, if they're not caught up by summer it's very hard to do so then as people are taking vacations, etc. Some changes in mooring technique, implemented a few years back, have proven beneficial in that our mooring attachments last much longer now, and are less difficult to maintain compared to the old modus operandi. The underwater inspections save much labor and provide safer moorings compared to hauling them and breaking the suction. Also, using 5/8" ground chain and large shackles effectively doubles the cross-section area of the metal, compared to 1/2" chain, absorbs shock and resists violent swinging much better. We had installed eleven non-metallic moorings attachments years ago as a comparative test. Some of these moorings were sabotaged by unknowing employees and so deprived us of learning the complete results of the comparisons; however, we did learn that non-metallic moorings must be done carefully to avoid abrasion, some method is required to avoid shock, and braided line works best as it doesn't untwist. My own mooring was installed in 1999 and remains largely the same today except where part of the poly pro line was abraded by the ball/kellet chain. I think this proves that there is room for improvement on moorings attachments if things ever settle down and we have discretion in the matter. Fact is, the City of Ft. Myers Beach uses 100% braided nylon on all their moorings, and no chain. I think this all proves that nylon and polypro can and does outlast chain many times over in this application.

HURRICANE PREPARATION - PLEASE RE-FAMILIARIZE WITH NECESSARY PARTS OF THE MOORINGS AGREEMENT CONCERNING THE REQUIREMENT TO VACATE CGSC MOORINGS AND ENVIRONS WITH HURRICANE THREATS. September is usually the month with the most hurricanes, so it is very important to stay prepared. Please formulate your plans as to where you're going, what to do there, and have someone to help you. Important, critical items are to keep fuel and fuel filters adequate and clean, batteries charged, and run engines under load regularly. Keep the bottom and propeller clean and verify often that the boat is completely functional under its own power. Anchors, chain, rode and connections need to be sorted and checked over. Particularly Danforth type anchors should be checked for bending after heavy use. This doesn't usually mean that the anchor is no good, but that it needs bent back into shape. It won't be exactly like new, depending on the amount of distortion, but will probably be fully functional. On anchor size and anchoring configuration, if what you did last time didn't work well, please maybe get larger anchors and try something different. To simply say "well that's they way I do it" isn't O.K. if your boat has gone on unauthorized visits to other boats, the bushes, etc. To rectify any of this at the last minute is very trying, probably won't happen, affords very lame excuse and can prove very embarrassing. Believe me, folks who fail to make a good effort at all this are often not thought of as caring much about their boats, the CGSC, their fellow members nor insurance ramifications.

This is all very unnecessary and doesn't contribute to anyone's happiness. Boats not going to be used for months should have all sails removed during hurricane season. PLEASE DO NOT RELY ON THE EMPLOYEES TO CARE FOR YOUR BOAT. THAT IS NOT THEIR JOB, AND IT IS GROSSLY UNFAIR TO GET THEM INVOLVED IN YOUR CASE!!! They will have much work and troubles of their own and such schemes most often go unfilled anyway regardless of what was agreed upon. To bribe some young person into so-called accepting responsibility for your boat is a big cop-out. More often than not the person is unqualified to do all that anyway, again, regardless of what's agreed upon. History has spoken very graphically and negatively on this point.

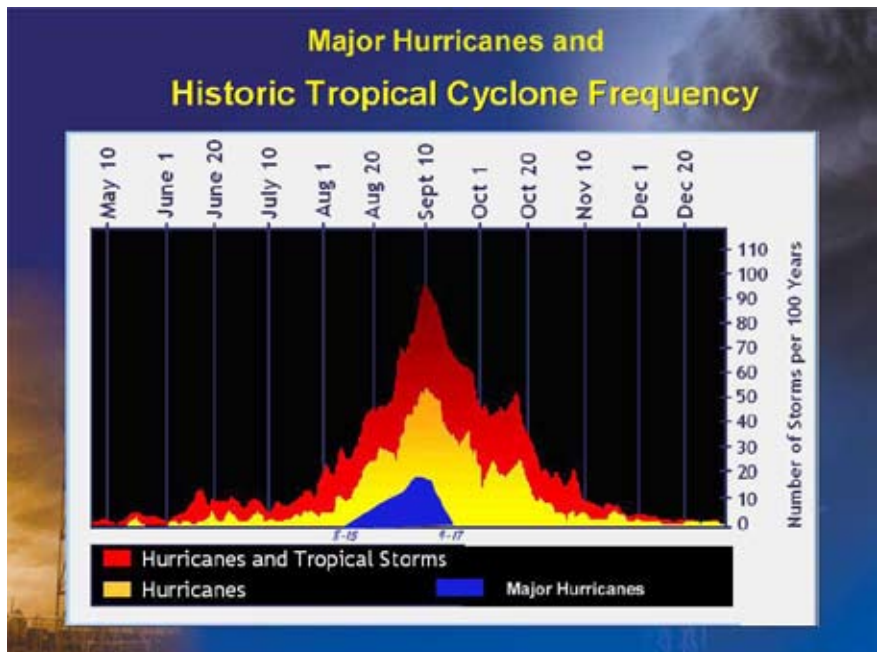
The sites we know of that are the safest havens, transportation and anchoring techniques have been covered in recent, previous Channels or in the Anchoring Schools which over 100 people have attended. So far, I think we have a fair chance of taking care of our boats here, better than at many Gulf sites for instance. Effort is required, however, and one never knows when our sites may be taken away for some other use. On anchoring, please anchor your boat so that it can't swim around much, but is held in nearly one spot regardless of wind direction. To place all anchors in one direction is the "kiss of death". From the bow place them at least 180 degrees apart (two anchors), but 120 degrees apart (three anchors) is much better. This arrests the boat from its wanderings when the wind switches. Anchors placed in one direction only allows the boat to sail faster than it's ever gone in it's life when the wind switches; travel can be twice the distance of the rode and chain and believe me, it will be "off and gone" as the force will be too great for the anchors to hold in reverse, or to reset.

It is very useful to keep in touch with informed fellow members at hurricane time. We're much better off operating in groups as we'll leave nobody stranded, unassisted, etc. That's a commitment on our part. Please feel free to call or email me or Dr. Phil whenever you need to.

We'll do our best to provide straight answers. Good luck to all on it.

See you there.

Bill Beavers-PC, Dr. Phil Kellett-RC Moorings



Adult Sailing Report

July was another busy month for your Adult Sailing Committee. There was good activity in both the Sunfish Learn-to-Sail as well as the Basic Keelboat classes:

Learn-to-Sail (Sunfish) - We had a great two-day class with six adults on the weekend of July 14-15. Aside from dodging



the occasional storms and dealing with some light winds, this class was a lot of fun with all students managing upwind sailing and all the requirements of the class itinerary. This class had an exceptional experience and one this instructor has never experienced before in that during the capsize drills, a young manatee continued to hang around our activities and nudge the students and instructor in the water. It even surfaced next to the dock and seemed to be observing all the student activity. It was a wonderful experience. A special word of thanks for our very talented and dedicated member, Bob Van Eck, who assisted in coaching both days of this class.

Keelboat Classes: On the weekend of July 28-29 we conducted a Basic Keelboat class. Not only did the students learn the basics of keelboat sailing, they also got lots of experience in dealing with our unpredictable sub-tropic weather typical of July. Both students did well and are preparing to take the test for actual certification. One of our students was a regular member and the other a new resident, just moved here from New York. It was a busy weekend and a good experience for the students to see all the activity of our


successful Commodore's Cup regatta. During July, we also conducted a private keelboat class for a Coconut Grove couple that will soon be submitting an application for membership.

Adult Sunfish Clinic: Usually a fourth Sunday activity, our Adult Clinic was scheduled for Saturday, July 28, due to the Commodore's Cup on the 29th and the need for Sunfish boats for that event. Rob Quinlivan once again did a masterful job as head instructor for this clinic. They got in a lot of sailing with lunch at a local sandbar followed by a slightly early return due to a quick- building storm coming from the west. This is always a fun, enjoyable and learning event, evidenced by all the big smiles on the tired participants at the end of the day. Thanks, Rob, for your dedication and support of this activity.

Get the most out of your club experience. Volunteer for the many committees and activities your club offers. Helping with our Learn-to-Sail activities is one of the most rewarding tasks you can volunteer for. If interested, please contact Nick Mansbach at the club at extension 11.

Thank you for your continued support of our Adult Sailing activities. Fair Winds and Safe Sailing!

Richard Crisler, Adult Training Chairman.



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3rd Annual Commodore Cup CGSC Sailing Championship Sunday July 29, 2007

Finding a Signal Boat was my first task as a brand new Principal Race Officer. Cathy Buller beat me to the punch, volunteering the Commodore's boat for the Commodore Cup'. Otra Cuba Libre was our excellent platform for the Regatta.

The only change announced at the Skippers' Meeting on Sunday morning was that the Class flag for the Sunfish Fleet would be pink instead of purple. From then on, things seemed to fall into place which was great for me as a rookie PRO. The weather cooperated with modest winds and little chop. There were three separate classes for each race with the six PHRF boats, then four One Designs and 14 Sunfish. It was great to see all the Sunfish entrants – many thanks to the ambitious work of Cathy Buller – with a fleet that size they got their own start. I hear that the next time they race as a class they may even have their own class flag.

The three fleets sailed the same 'C' course (two windward/leeward legs) for the first race but with three different lengths which required smart work by the Mark Boat's able crew, Bernie Meier and Melinda Smith. Of course, things are never simple on the Bay. A wind shift required the repositioning of all marks for race #2. Both the Mark boat and Pin boat (crewed by Karen Ryan-Young and Sally Duddy) moved windward and leeward marks.

With some threatening weather building inshore, race two had the Sunfish on an 'A' course (one windward/leeward leg) and the PFRF and One Designs on another 'C' course. Once

all crossed the finish line, we decided to send everyone in as lightning could be seen on shore.

Of the PHRF boats, Dutch Treat (R Clee) and Mostly Harmless (C Woolsey) battled for first place with the tie breaker going to Mostly Harmless. Bud Price sailed his Flying Scot to two firsts leaving Larry Whipple and Vlad Stolney to duke it out for the next two positions. Vlad's finish in the second race broke the tie and gave him second place.

The Hernandez family had four entrants in the Sunfish class and placed first, fourth, fifth and sixth overall out of the 14 racing. With a first and a second, Dave Hernandez was first overall. Charlie Rahn and Pat Arrington battled for second place with Charlie's first place finish in the second race giving him second place overall.

Many thanks to my Race Committee crew: Signal Boat: Gari Blackwell, Line Spotter and PRO backup, Susan Schultz, Timer, Anne Platt, Recorder, Vicki Rosenbloom and Mark Lowell, Flags, Jeanne Bunting, Crew Meals and Captain Cathy Buller; Mark Boat: Bernie Meier and Melinda Smith; Pin Boat: Karen Ryan-Young and Sally Duddy. I could not have done it without you.

Susan Walcutt,
PRO Commodore Cup





<i>Sunfish</i>						
<i>Skipper</i>	<i>Sail #</i>	<i>Race 1</i>	<i>Race 2</i>	<i>Total</i>	<i>Overall</i>	
<i>D Hernandez</i>		1	2	3	1	
<i>C Rahn</i>	26898	4	1	5	2	
<i>P Arrington</i>	3020	2	3	5	3	
<i>L Hernandez</i>	78776	5	4	9	4	
<i>J Hernandez</i>		3	7	10	5	
<i>B Hernandez</i>	80363	6	6	12	6	
<i>Paco Calvet</i>	8	10	5	15	7	
<i>G Kelchner</i>	79709	7	9	16	8	
<i>J Ramon</i>	80452	8	8	16	9	
<i>C Rahn</i>	80393	9	12	21	10	
<i>M Buller</i>	80323	14	10	24	11	
<i>C Bigham</i>	4838	13	11	24	12	
<i>L Arrington</i>		11	13	24	13	
<i>A Beggarmo</i>	8	12	14	26	14	



<i>PHRF</i>								
<i>Yacht</i>	<i>Skipper</i>	<i>Boat Type</i>	<i>Sail #</i>	<i>Rating</i>	<i>Race 1*</i>	<i>Race 2</i>	<i>Total</i>	<i>Place</i>
<i>Licktey Split</i>	<i>A Ivalde</i>	<i>Erickson</i>	17	198	<i>DNC</i>	<i>DNC</i>	-	-
<i>Mostly Harmless</i>	<i>Chris Woolsey</i>		28533	66	2	1	3	1
<i>Dutch Treat</i>	<i>R Clee</i>	<i>Eveln 32</i>	40082	102	1	2	3	2
<i>Swift</i>	<i>F Atkinson</i>	<i>Soverel</i>	27	132	3	3	6	3
<i>Tiboron</i>	<i>E Lucas</i>	<i>Linderberg</i>	12	114	4	4	8	4
<i>Finesse</i>	<i>Bill Beavers</i>	<i>Tartan 34</i>	301	180	5	5	10	5

<i>One Design</i>								
<i>Yacht</i>	<i>Skipper</i>	<i>Boat Type</i>	<i>Sail #</i>	<i>Rating</i>	<i>Race 1</i>	<i>Race 2</i>	<i>Total</i>	<i>Overall</i>
<i>Air America</i>	<i>B Price</i>	<i>Flying Scott</i>	5220	89.7	1	1	2	1
	<i>V Stolney</i>	<i>Flying Scott</i>	4592	89.7	3	2	5	2
<i>Margaritaville</i>	<i>L Whipple</i>	<i>Flying Scott</i>	5399	89.7	2	3	5	3
	<i>J Bigham</i>	<i>Laser</i>		91.1	7	4	11	4



that the summer camp staff exhibited during their tenure here throughout the summer. It was extremely difficult to remember that these were young men and women and not grown adults, although I was reminded on a couple of occasions... but that was half the fun of working with this wonderful group of young people. I've decided that at the very least I'll give each and every one of the staff (CIT's and instructors) a gift certificate to Starbucks so that they can all go talk about their grumpy old sailing director in a comfortable environment. On a bit of a sad note, one of our favorite instructors, Tatiana Mejia, has left Coconut Grove for greener pastures with her family to Charleston, SC. Tatiana if you read this please know you will be sorely missed by all your co-workers, the kids you coached and taught and most of all me. Tati was one of my first staff members here and not only did she just work summers but throughout the year helping to coach our beloved Green Fleet sailors.

Now that we're putting our summer behind us it's time to look toward to our fall programs. MDCPS will be returning August 21st to begin another school year, Green Fleet and Youth learn to sail will be





starting up early September as well as our private schools, St. Stephens and Ransom-Everglades middle who will be attending weekly after school learn to sail classes. I look forward to starting a couple of pretty cool new programs this year but, you'll have to stay tuned for those.

Well, that's all for now. If you're looking for me, good luck, I'm taking a few days to go find an air conditioned place that has some really good food and serves adult beverages!

Tight Lines
Nick Mansbach



Racing Schedule

September-October, 2007

- Saturday, Sept. 15 BBYRA PHRF #9 – Miami YC
- Sunday, Sept. 16 (ten.) BBYRA OD#9 – Coral Reef YC
- Sat-Sun, Sept. 22-23** **FL State Snipe Junior Champs - CGSC**
- Sat-Sun, Sept. 29-30 Lime Cup – Biscayne Bay YC
- Sunday, Sept. 30** **Junior Commodore's Cup – (CGSC Club Championship for Juniors)**
- Sat-Sun, Oct. 6-7 COLUMBUS DAY REGATTA
- Saturday, Oct. 13 Columbus Day Awards – CRYC
- Sunday, Oct. 14** **CGSC Annual Regatta – PHRF #10**
- Sat-Sun, Oct. 20-21** **CGSC Annual Regatta – OD #10**

**JOIN the
CGSC
RACE COMMITTEE**

SERIOUS FUN!

**Contact Ron Rostorfer
954-401-5335**

ronsailon@comcast.net

Simple Reminders

Monthly meetings have been moved to the 4th FRIDAY of the month (7:30 PM.) Bar service will be restricted to the veranda window, during the meeting. New members are welcomed and lots of information is passed at these meetings. We hope you will attend.

All members are reminded to lower the oar locks on the prams when not in use. (Don't forget to return the oars to the rack!!!)

Members are also reminded to help keep the docks clear. After loading and unloading, please move back to your mooring. This is especially important on weekends and during races, when many members would like to use the dock. Please be considerate of your fellow Club members and minimize your time tied up. If you need to stay longer, please contact the dock staff.

This is your Club! Let us know how we are doing and what we can do better. A suggestion box is in the Grove Nest. Just remember, I ask that you also bring a solution to the problem!!!

Thanks,
- Commodore -



CGSC HOSTS SUMMER SAILFEST WEEKEND

The operative word for this year's edition of CGSC's Annual "Summer Sailfest Weekend" August 11-12 was **HOT**. The Single Handed and Double Handed racing was HOT, the Saturday night barbequed chicken and live band "Been There – Done That" were HOT, and mainly, the temperature was HOT!

Things started out with the Single Handed Race on Saturday afternoon. Six intrepid solo sailors registered for this event in which they sail their boats alone, except that a safety person is permitted on each boat as long as they stay on centerline and do not provide assistance. Also, for safety reasons, spinnakers are not allowed. Past Commodore Larry Whipple and Henry Bernstein sailed their Flying Scots, and there were four PHRF boats.

The CGSC Race Committee set a triangle-windward-leeward course with relatively long legs since both days were single-race events. The breeze was much better than forecast and quite steady at 150 degrees. The RC was shooting for a two hour race, but with the building breeze, Scott Piper's Etchells, *Pipe Dream XII*, sailing in PHRF, finished first in one hour, thirty minutes. In second place was Sennett Duttenhofer's Tripp 33, *Man-O-War*. Larry Whipple was first in the Scots.

At the party and BBQ Saturday night, one of the competitors, a very capable and experienced racer, confided to the Race Committee that "he had all he could do to complete the course" that afternoon. So, suddenly an hour and a half didn't seem too bad!



Larry Whipple chooses his First Prize from the table.

presented. One went to Carolyn Rahn and the other to Geoff Sutcliffe, who also won the party!

Finally, this evening was to be the first awarding of the new Al Chapin Perpetual Trophy for the most valuable member of the CGSC Race Committee during the past fiscal year. Awarding of the Perpetual was postponed due to Al's daughter, Kristin, not being able to attend. However, the Keeper Trophy was awarded to the winner, Susan Walcutt, who richly deserved the prize. Among other factors contributing to her selection, she was "Valedictorian" of the CGSC RC PRO Class of 2007 and ran the Commodore's Cup Club championship regatta in July.



Susan Walcutt receives the Al Chapin Award for outstanding service to the Race Committee.



The annual CGSC Race Committee Party was Saturday night. 2007 CGSC Race Committee embroidered shirts were awarded to qualifying RC members present. Two CGSC RC "Rookie of the Year" awards were



Sailfest Continues

For Sunday's Double Handed Race, there were 11 PHRF boats entered along with the two Flying Scots. This time, with two sailors on board, spinnakers were allowed. Winds were lighter than Saturday and oscillated, centering on about 115 degrees. The RC sent the fleets off on the same course as Saturday at about the same course lengths.

This time it was Tom Piper's Tripp 33, *Pipe Dream XIV*, leading the fleet to the line, but correcting out to third place in PHRF. Scott Piper's Etchells corrected to first, with Rick Jarchow's J-24 in second. Henry Bernstein was first in the Scots.



Commodore Marc Buller



officialiated at the awards presentation. As is the custom for this event, the winners are able to select the prize of their choice, starting with first place, and then subsequent places selected from the trophies remaining. All in all, it was a great weekend on the Bay and at the Club.

CGSC's Race Committee for the weekend consisted of Signal Boat owner Bill Braddon and his *Tondelayo*. CGSC Race Chair Ron Rostorfer was PRO, with understudies Jaime Ramon on Saturday and CGSC Web Diva Jo Ann Mathieu on Sunday. Signal Boat crews included Marvin Schenker, Vicki Rosenbloom, Nell Kellett and celestial navigation author Hewitt Schlereth. Up to windward, it was Geoff Sutcliffe, Carolyn Rahn, Susan Walcutt and Dottie Rostorfer. Pin Boat crews were Bernie Meier, Jim Waldron, Rear Commodore Phil Kellett and Dennis Jansma. Special thanks go to Anita Hanson for providing the trophies.

R o n

Rostorfer



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Marine welding and fabrication or repair of mild steel, stainless or aluminum.

Paint/Coating tip: The percent of solids in a paint or coating is determined by the ratio between dry film thickness and wet film thickness. Adding more thinner/reducer will reduce the solids and give less dry film millage, therefore requiring more coats. This may be necessary to get the paint or coating to flow out properly when brushing/rolling or for proper viscosity in spray applications. Consult the application data sheet for your paint/coating for this information. We

do have wet film gauges;

(\$12.00 ea. or free with a \$100.00 or more order).

Free local delivery for the Miami-Ft. Lauderdale area.

Call (305)607-3264 for your repair or maintenance supply needs or visit us at [www.](http://www.pristinemarinesupplies.com)

[pristinemarinesupplies.com](http://www.pristinemarinesupplies.com).

ANNOUNCEMENTS

SOCIAL MEMBERSHIPS

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

AUTOMATIC BILL PAYMENT

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

SOCIAL NIGHT

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

- 1) If interested, please pick a date on the sign-up sheet in the bar and clearly print your name.
- 2) If possible, receipts are appreciated for bookkeeping purposes (give them to the bartender that night), but your name will suffice.
- 3) Regular / Life members will receive a \$50. credit on their house account. Social members will have a \$50, check sent to them.
- 4) Social Night should consist of a one dish item that would feed approximately 20-25 adults. We'll provide flatware, chaffers, sterno, serving utensils, napkins, plates and/or bowls at our cost, plus access to the kitchen to heat up any item.
- 5) Social Night Dinner should be ready to serve no later than 7:15 pm. Please insure all attendees get fed before heading for seconds!
- 6) Refrigeration space is limited, but the kitchen may be used to warm or assemble items.
- 7) House products, i.e.: salad dressings, salad contents, bread, butter, etc. cannot be contributed from the kitchen inventories.
- 8) Please restore the kitchen to the condition you found it after completion of your meal.

9) If you wish to create a theme night around your contribution, that's great! Consider appropriate music or decor. We'll assist where we can.

WHEN TO MOVE THE BOATS?

Of course we're talking Hurricanes. The Board has approved the Commodore to form an ad-hoc committee in the face of a potential hurricane or tropical storm. Through a consensus of this committee, CGSC will announce when it's time to vacate the moorings.

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

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

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

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

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

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.

From the Manager . .

As a rule, I like to keep this column on the lighter side. But, we've gotten allot of questions over the last few weeks and I thought I would combine my "Hugh's Q&A" with my "From the Manager..." column and offer some explanations as to why we do what we do and when we do it.

July began the new fiscal year and all membership dues (Regular, Social, Junior, non-Resident) were due, in full, by July 31st. Past that point, you will be assessed a late fee and possibly have your privileges suspended.

To remind members, those on our regular monthly billing cycle received two bills in June. One for your regular account and one for your yearly dues.

We also sent out weekly email reminders aimed to the "Social Members" through the month of July and here's where some folks may have become confused.

When we distribute a mass email, it goes to everyone on our email list -Regular and Social members alike. Unfortunately our email system does not allow us to discriminate between the various levels of memberships. If you receive an email that does not apply to you, or if you have already responded to it, simply disregard it. Our email system is also capable of generating daily, weekly, monthly or date specific reminders You may continue receiving the same reminder for the length of its' run. You are not being singled out and again hit the "delete" button. In the future, I will make a point of highlighting the member classification we're trying to communicate with in the title.

Another question comes up yearly about reducing membership classifications and dues from Regular to Social membership. Under our current By-Laws, this is permitted only after you have resigned your full Regular membership and privileges for ONE year. Then, you may rejoin the club as a Social member. There is not a waiting period to transfer your Social membership level to Regular membership level.

Why do we require a one year hiatus? The yearly budget is based on projections. Dues are a large part of the revenue side and once the budget is complete, it would be difficult to operate if 50 Regular members suddenly dropped to Social membership levels. Before you consider a switch, ensure you meet the requirements for Social membership - a Residential address in the City of Miami, Coconut Grove or be employed by the City of Miami.

Regular and Lifetime members will also note a monthly charge of \$10.00 on your current and future statements. This is a monthly assessment, to assist the club's on-going legal efforts to keep CGSC at its current location while maintaining the moorings field under CGSC control. Many have asked if they can simply pay this outright for the year. Unfortunately, our accounting system has this set as an automatic monthly billing.

Finally, a couple of lose ends.

Pets: The City of Miami passed an ordinance allowing for individuals to be accompanied by their pets at eating establishments. However, very stringent guidelines were established allowing each venue to make their own decision. Based on expenditures, requirements of the Miami Health Department and the general concerns of many members, CGSC opted to ban pets from the upstairs deck. Pets are welcomed "below decks" if leashed/caged and attended by their owner.

Parking: We have some 400 members entitled to park on

the club grounds, but only 50 spaces (2 handicapped). We do not have a guard shack at the gate - but we do randomly check for decals. Therefore, we put all club members on the honor system and ask that unless they have a parking decal or short term pass, to not park on the lot. I get no pleasure out of having a car towed, but feel it not fair for those Regular and Life members to park elsewhere when valuable spaces are being used inappropriately by others.

Sales Tax: Remember, Uncle Sam gets a bite of everything. Whenever we quote a price (i.e.: Social memberships - \$100.00) there will be an additional 7% sales tax added to it. Please remember this when sending in your check or reviewing you CC statement.

Use of the Main Room: There is a charge for the use of the main room. Many members ask, "what's the member price?" The price quoted is the same for all. Weeknights \$150.00 / Weekends \$300.00. / Bartender fee \$100.00. Not bad for set-up, break-down, furniture and linen for 100 people. With the exception of liquor sales, we also allow you to bring in outside catering.

Use of the Main Pier: Rules are posted, but as a reminder, the main pier is for the use of all boaters to wash, dump, load and unload (30 min. max) and when necessary perform minor boat maintenance (maintenance should be limited to weekdays only). Permission to remain free on the dock overnight must be cleared through the Commodore or Moorings Committee Chairperson (Marc Buller or Bill Beavers) via the dock master or GM in advance. Otherwise, you will be charged for your stay and an additional charge will be affixed to your bill if we tow your boat back to your mooring.

Club Dinghies are available free of charge for you to perform maintenance on your moored boat.

Cocktails for staff: Staff members are not allowed to consume alcoholic beverages while on the clock or CGSC property. It's a nice gesture to buy a drink for your favorite bartender, but should they be caught consuming it, they may be dismissed.

I hope I have covered many concerns and questions from over the last month. If not feel free to email me directly at <manager@cgsc.org> , call the office - Ext 18 or drop a suggestion in the lounge suggestion box.

Hey, I'm good, but I'm not perfect and I welcome your ideas, suggestions and comments.

We'll talk more next month.

Hugh

=====

AVAILABLE NOW IN THE LOUNGE!
100% Bright Yellow "T" Shirts with the CGSC Burgee and "Established 1946" below. These are being sold at cost (\$5.00 + tx) and we hope you will proudly wear them at all city meetings where discussions of the Coconut Grove Waterfront Plan are being held. They are available in "Med, Lg & XL". Get them while they last.



CLASSIFIEDS

Month 1

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

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.

Month 2

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.

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.

1997 HUNTER 340 SAILBOAT "Leilani" currently on CGSC mooring. 4.5' shallow draft, Loaded with A/C, water heater, AB refrigeration, flat screen TV & DVD player, cable TV & phone

hookups, chart plotter, microwave, 2 burner stove+oven, double-sink, Shade Tree umbrella system, electric flushing head w/ macerator, 4 AGM battery bank, inverter, 27hp Yanmar w/fresh water cooling, 30 gal. diesel, 70 gal water, 30 gal. holding, 2 propane tanks. Selling due to job relocation. Firm \$59,995 if you get it now before I hand over to yacht broker. Call 954-649-0245.

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

27 ft. 1982 Catalina For Sale. New sails, Harken furling rigging, Sail cover, Tiller cover, Bimini top, VHF Antenna, 9.9 Honda engine with electric start. Navico Tillerpilot TP300C Autopilot, Depth sounder, Gar4min 128 GPS, 3 anchors, chains and lines, Boat fenders, Compass, VHF radio, Everything that you need to sail. \$10,000 Call Ben at 305-215-0204

Month 3

Flying Scot 952 (1967) light green, Galvanized Trailer (1998), 2001 North Sails (main and jib), Extra Main (cut short for heavy weather), Spinnaker, Mooring cover and boarding ladder, Centerboard faired and painted '06, Dry sailed, in CGSC yard, ready to sail.: \$1,900 or Best Offer. (732) 895-0688 or email: d-jansma@comcast.net,



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 to receive a copy of the rates and a contract.

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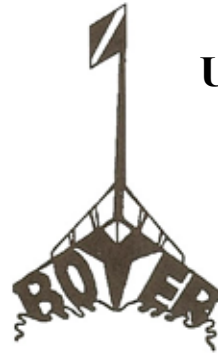


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CGSC Snipe Fleet News

The Snipe Fleet Excels.



The “Old Man” (Gonzalo Diaz Sr.) reports, “We did very, very well at the National Championship in Dillon Colorado: Ernesto Rodriguez won the Nationals for the 2nd time, Augie was second, Peter Commette was 4th, Rogelio and Caro were 15th, Gonzo was 20th and I was 24th. Not bad for the Fleet to attend a regatta 2200 miles away and at 9000 feet above the sea level! It was a big effort rewarded with good results!

The fleet worked hard preparing. We have been going out for practices this year almost every weekend (some with coaches) and the results are there!

The Nationals were very well attended (62 boats) in spite of the fact of the remote location of the site in reference with the East and West Coasts.

The best snipe Sailors from California attended (one four deck trailer and one triple deck trailer).

The altitude of the site was a detriment for both the East and West Coast snipe sailors. Our Fleet was the one that traveled the most mileage: 2,200.

We also did very well in the SPECIAL JUNIOR US NATIONAL REGATTA category (a junior with an adult crew) with Carolina Palacios taking a first place and Trevor Frow taking a second place, both from Coral Reef Yacht Club.

And, sailing in Italy, at the Yacht Club Sanremo, Nick Voss with Tom Fink as crew won two of the 10 heats to finish 4th in the Snipe Class World Junior Championship.

Stay tuned for details next month.



Nick and Tim roll tack during a race at the Snipe Jr. World Championship.