

the

COCONUT GROVE SAILING CLUB
serving the community since 1945

channel



JANUARY 2008

CGSC Sailing Programs Flourish

I want to start off this article by telling you of some great news; we are restarting the CGSC Laser team! Thanks to newly found chairman Peter Branning and Coach Andres Cano we will begin training on January 6 2008. Although we only have 4 club Lasers at this stage we already have 8 kids that will be participating in this much needed program. Just a little background on our Laser staff, Andres has a very impressive sailing resume, not only has he attended the worlds in Lasers but he was ranked # 1 in the Laser radials in 2007. Aside from his Laser background Andres has also been to the worlds in Sunfish and Opti's. He truly is an asset to CGSC and all the young people he works with. As a result of his coaching we had two Green Fleeters place in the top 10 out of 111 in

the recent Naples cup regatta. Our chairman has a resume that is intimidating to the average sailor. Throughout his sailing career there aren't too many boats he hasn't sailed and sailed competitively to say the least, so welcome aboard Peter and Andres and we wish you all the best with your new endeavor!



Speaking of regattas, I recently had the opportunity to travel with our racers to the Naples cup regatta over on the West coast. When people told me about the venue (right on the Gulf of Mexico) I was a bit concerned that our kids wouldn't

do so well out in open water, to say they surprised me is an understatement! They ALL did great! Although we did have 2 sailors place in the top 10

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

Volume 63 Issue 7

COMMODORE'S REPORT

Happy New Year! I hope we all enjoyed the Holidays (and survived them.) There is a lot on the plate for this upcoming year. BBYRA has a great schedule with something happening almost every week. I hope you will join us out on the race course. There is always room on the race committee and training is provided to those wishing to learn. If you are fortunate to be competing in Key West Race Week, later this month, have fun and be careful.



We were fortunate to dodge Hurricanes this past season. I'll take the credit for that one (just kidding.) It is still important to check our boats and pay attention to our mooring lines. The dock staff is inspecting moorings, but there is no reason you can't be a second eye and look for any problems developing.

Rear Commodore Phil and the Rendezvous Committee plan to hold cruising classes. They'll concentrate on crossing the Gulf Stream and help others prepare their boats for the crossing. If you need a boat, the Miami Boat show is in February. This is a good show with sailboats displayed at Bayside and equipment there and at the Convention Center.

Finally, on January 29th is the Florida primary, I'm not endorsing any candidate, but I want to remind everyone to exercise their right to vote!

See you on the Bay,
Marc Buller - Commodore

In Memory... Past Commodore Mark Rubin



We lost another good one. On November 16, 2007, Mark R. Rubin past away after a two year war against cancer. Mark was married to Susan for 48 years and his son, Jeff, was an active dinghy sailor "back in the days" while his sister, Stacie, was a constant supporter of youth sailing. Mark was Commodore in the mid 70's and one of the first presidents of the United States Optimist Dinghy Association. Mark was also behind the courageous effort to obtain City approval of the beautiful building where CGSC now is located.

As evident by the numerous e-mails and cards which were sent to the family following Mark's death, Mark touched and shaped many young lives through his youth sailing commitment. He will be missed not only as a great lawyer but, more importantly, good person who treated everyone with respect and dignity.

VICE COMMODORE'S REPORT

If our youth hold our future in their hands, then I think the sport of sailboat racing on Biscayne Bay has a fantastic future ahead.

Over the last year, Nick, Antonio, and Natalie have shown over 30 beginning sailors that you can have fun on the water and learn how to race. With enough practice you will start to realize dividends and have success on the race course.

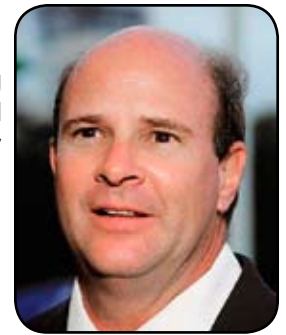
The ultimate display of reaping dividends after investing hundreds of hours of practice, travel and competition was celebrated in Miami City Hall on December 13th, as Mayor Diaz and the city commission honored David Hernandez for his recent victory in the Single Handed High School National Championship.

What the politicians didn't necessarily know about David is that not only is he a super sailor, he is also a really nice kid. So if you see him at the club ask him a few racing questions, he is always happy to share his knowledge and experiences with others.

My motto for years has been "I would much rather have my teenager, in the middle of the bay than hanging out

in the middle of the mall". Our young sailors from beginners to National Champions reinforce that believe every time I see them.

Charles A. Rahn



David Hernandez, winner of the National High School Sailing Championship, is recognized by the Mayor Diaz and the City of Miami.

REAR COMMODORE'S REPORT

Congratulations to Nick And his sailing team...A tribute to Nick's hard work and the enthusiasm he has generated in his sailors.

The greatest asset that CGSC possesses is its members and their willingness to encourage others to sail and to broaden their sailing horizons. To this end Janice and Alyn Pruitt, Ray Schnell and Nick Martens are organizing a flotilla to the Exumas in May on which there will be crewing opportunities. I will be happy to help anyone who needs help rigging their boat for a crossing or instruction in basic off-shore techniques such as man-overboard drills under sail or heaving to. Please take note of this month's seamanship article and buy good lifejackets and tethers.

During the last three years Nell, my wife, and I have been privileged to sail with many other CGSC members and visitors. I have made four long trips, as crew, on other member's boats totaling over 2000 sea miles and Nell and I have taken over 70 people, including 30 children, sailing in the Bay, the Bahamas, the Keys, England and France. We now plan to broaden our horizons just a little and do a circumnavigation. Nell has found her dream boat and subject to survey will become the proud owner of a serious blue water cruiser. The boat is too big to keep at the Club so for the next 18 months she will be based in Puerto Rico and cruise the Caribbean. The boat is very well equipped and has civilized accommodations for four guests. In spring of 2009 she will cross the Atlantic to England, Scandinavia and the Mediterranean after that she will go where the wind blows!

All CGSC members, both sailing and social, are invited to participate in our cruising and crew on the off-shore legs. Initially these will be short trips in the Caribbean (200-400 miles) but we plan to run the boat out of the hurricane zone next May and sail her to Canada via Bermuda returning to Puerto Rico in fall. No experience is needed in the Caribbean and your only expenses will be airfare to the boat and food. Since the boat is a very powerful ocean cruiser anyone who is inexperienced and wants to do a long blue water leg will need to do a week or so in the Caribbean getting use to the boat.

I will post our cruising itinerary on the Club website and if you are interested in participating please e-mail me at DrPKellett@aol.com so that I can make a list of potential crew.

The boat does have one problem, her name. You must never call a boat a name that will confuse the Coast Guard or cause them to laugh.

Nell... "Mayday, mayday, mayday...sailboat 'Upside Down' requesting assistance."

Coast Guard... "Sailboat that has capsized what is the name of your boat?"

Sailboat 'Upside Down' will shortly be renamed 'Moon Dancer.'

Phil Kellet, Rear Commodore



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not one of them was “in the back of the pack” and they improved their positions in every race. This was the first “away” regatta that I have attended with them and I’m going to do my best not to miss another one. As I write this article we are loading



up the Opti trailer to attend the Jr. Olympics Festival in Jensen Beach Fl. On December 8th & 9th. I was at the U.S. Sailing Center In Martin Co. on one other occasion

when I became a U.S. Sailing instructor last year, it is a great venue and a fantastic facility right on the Intercoastal Waterway.

The CGSC Green Fleet took first place out of 88 other top notch competitors at the Junior Olympics Festival in Jensen Beach, Fl. The honor went to Danielle Valdes-Pages. Danielle performed magnificently! She was consistent throughout all 12 races and never waivered from the top 5 positions. Look for the details in next months Channel along with the results of the Fall Harvest Regatta at the Miami Yacht club and some great photographs of both regattas.

Our adult programs continue in full swing with Richard Crisler at the helm. Richard does an incredible job teaching all the adult programs and especially with the “Ladies Adult Sunfish Clinics” which he admits is his favorite. Richard we appreciate all that you do and I look forward to working with you in the years to come.

Our new member boat usage program is picking up and all are having a good time who partake in that opportunity. For additional info on this program feel free to contact me directly at ext.11 or Duane Smallwood, dock master at ext 10.

Finally a blast from our past, Clay Burkhalter, the

Mini-Transat racer who was here at CGSC training for the race is back in the U.S. after placing 12th in the Mini-Transat 2007 out of 84 boats. For those of you who didn’t have the privilege of meeting Clay you may get the opportunity to do so sometime after the holidays. When we spoke the other day I asked Clay what he had in mind as his next venture, he responded with “I guess I’ll have to grow up now”! Actually he is considering writing a book on his exploits as a builder/racer and he may take me up on my offer to stay on our boat as he writes what is sure to be an exciting account of his life. He also wanted me to tell everyone here at CGSC how much he enjoyed his time here along with getting to know quite a few of our members and looks forward to seeing us in the upcoming year.

I would like to take a moment to thank everyone here at CGSC for giving me the opportunity to be your sailing director. This past year has seen some trials and tribulations, but for the most part I’m quite pleased on our successes and growth in the community. I would like to solicit your input on what we can do to get even better next year. My door is always open and I’d value your input.

That’s all for now
Nick Mansbach



Seamanship Section.....*One Mistake Too Many*

Disasters at sea are usually the result of cumulative errors that cause a progressive downward spiral. One of the most important seamanship skills is having the knowledge and skill to interrupt the downward spiral of errors that convert a problem into a disaster. This article discusses two deaths reported by the British Maritime Safety Agency in its 2006 recreational maritime death report.

The incidence of boating deaths is much lower in the UK than in Florida which reflects both the number of boats in Florida and the carelessness with which they are used. In 2006, in the UK there were 28 deaths involving pleasure craft and only 5 involved cruising sailboats. Two of the incidents illustrate the fact that you usually have to do 3 or 4 stupid things to kill yourself in a sailboat and that a potential problem ignored will surface to bite you at the most inopportune time

Incident One

The new owner of a secondhand 30 ft coastal cruiser had not sailed for 15 years so he hired a skipper to help him deliver the boat to its new base about 100 sea miles away (Error 1, never over estimate your own or the boat's abilities.). The boat had been sitting all winter, the check out of the boat and its systems was superficial and no preventative maintenance was performed (Error 2, mechanical problems ignored become disasters at 4am.) The owner and skipper then left the Hamble River on the Solent in winds of 25-35 knots with predicted gusts to 40 knots. (Error 3, never leave a warm pub to go out on a cold night in a spring gale.) They then left the sheltered waters at dusk and motor sailed through the Needles Channel into the English Channel with only a jib flying (Error 4, it is very hard to go to weather with only a jib and hard to get a main up in an emergency in heavy seas.) An hour later the engine overheated and they sailed on under jib (Error 2 starts to bite them.) The owner clipped on at the skipper's insistence but the skipper ignored his own good advice. (Error 5, always clip on and wear a life jacket in bad weather and at night.) An hour later the batteries started to fail (Error 2 bites again.) The sea state deteriorated significantly as the tide turned and the gale drove into the current. About 4am they were hit by a big wave and the skipper was washed overboard (Errors 3 and 5 bite them.) The owner then tried to turn the boat to pick up the skipper but the boat could not go back to weather under jib alone (Error 4 bites.) The owner tried to start the engine but the battery was dead (Error 2 bites again) The owner got off a Mayday but was unable to give a position as the GPS had switched off because of low batteries and then the radio failed (Error 2, bites again) It took the rescue services 3 hours to find the boat, the skipper was dead and the owner although hypothermic survived.

Incident Two

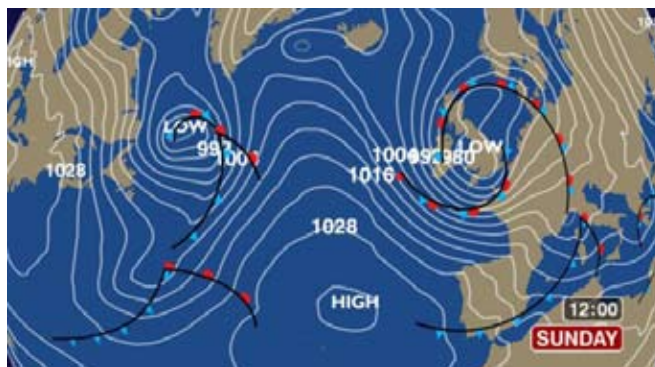
A crew of 4 older gentlemen with moderate experience in a 35 foot sailboat was returning from Holland to the river Humber in the UK a 180 mile open water trip across the North Sea. The weather report was 25-35 knots gusting to 40 knots (see errors 1 & 3 above). They motor-sailed under jib into deteriorating weather (see error 4.) By next morning they were in a full gale and finally decided to put on their lifejackets but not harnesses (see 3 and 5 above.) The seas were now 20 ft plus as the gale drove into the tide. The Skipper, fearing for everyone's safety got out a call to the Coast Guard which was picked up by a nearby oil rig support vessel which headed for the sailboat in order to standby. Shortly before the support vessel got there the sailboat was knocked down and the 3 crew in the cockpit, who were not clipped on,

went overboard. (see error 5 above.) One of the lifejackets failed to inflate and was inflated by one of the other men in the water but the lifejacket did not have crotch straps and it rode above the man's head and failed to keep his face above the waves (see article by me in October Channel "buy a top class self inflating life jacket with crotch straps" and error 5 above.) The man still in the boat tried to call for help but the VHS quit (see error 2 above) Finally, 2 of the men in the water were picked up and survived but the third with the poor lifejacket died.

Conclusion

In both incidents a marginal crew took a marginal boat out in marginal conditions and showed a total disregard for basic seamanship and safety procedures...a recipe for disaster. As conditions deteriorated they pressed on instead of heaving-to and reevaluating their position and the conditions... both skippers were destination driven and returning to port might well have prevented the deaths. In England you just do not go out when the weather map looks like this; 65 knot gusts and 20 ft waves.

Both boats relied on engine and jib. I think this is a fundamental



error. Sloops need to be kept in balance as they progressively reef down in bad weather. Sailboats are designed to sail and they perform very badly under engine in big seas and high winds...taking down the sails and motoring is a prescription for disaster instead of being part of the sea the boat fights the sea! I rarely get on a boat that has proper storm sails that can handle 40 knots winds and 10-20 ft seas. A boat should have a deep third reef in the main or a storm trysail and always carry a storm jib. While the reports do not mention how the jibs were reefed, in 40 knots they would have been reefed deeply which puts the effort high on the forestay which increases the heeling moment. However, to use these storm sails you have to rig the boat properly and have the skills to deploy them properly in a gale at 4 am. These skills are hard earned and in both these incidents, it appears that neither the boats nor the skippers were equipped to be out in gale conditions.

Both of the incident reports included the fact that the waves that washed people overboard were caused by a gale driving into a current or tidal stream...just the conditions you get in the Gulf Stream in a northerly. So you can add error 6, failing to predict how conditions will change when you get out of the bay and wind and current interact. These incidents show how bad judgment can be compounded by small errors and problems that accumulate until the real disaster strikes. Good judgment, preparation and good technique would have prevented the two deaths and the \$200 self inflating lifejacket with an integral harness is cheap insurance.

Phil Kellett

From the Manager . .

Where's the snow! Then again, there are no mountains to sled down. But, as the traffic demonstrates, we must be doing something right since 1/3 of the US seems to have flocked in our direction!

Did you attend the New Years Eve Party? The food and entertainment were great. I would have liked to have kept the cost a little lower, but unfortunately our food supplier charges us the same as the Eden Rock. We're still way below them in customer cost, but as in everything else, cost just keep going up. At least at the CGSC, you didn't have to rent a tux!

To kick off this New Year, on behalf of the entire staff, I'd like to thank the many generous members that contributed to the first Holiday Staff Gratuity. For the first year, it was more than expected and greatly appreciated - Thank You!

As we all know, the sailing season is upon us. Nick and Peter Branning, along with the help of others are rebuilding our Laser program and we now offer a comprehensive program along with the availability of individual coaching instruction. Unless your child has his own Laser, space is very limited in our first session. Contact Nick for more details.

We hope to have more "on site" storage for laser owners over the next few months. In closing, may I suggest a few New Years resolutions:

- 1) I will come and enjoy the club more often.
- 2) When I can, I will volunteer to assist.
- 3) I will pay my bill in a timely fashion. (We need and depend on that).
- 4) I will not park on the club lot without a proper parking decal.



- 5) I will limit my trips on the club launch or use a club dinghy (fuel is getting expensive).
- 6) I will not leave my boat on the Strip or Rack without prior authorization

I hope you have had an enjoyable 2007 at the club and I will work with the staff and yourselves to ensure that 2008 will be even better.

We'll talk more next month,
Hugh

Hugh's Q&A

Q - I come to the club and cannot find a parking space. I am a full member and have a decal. Why are non member cars not towed away?
A - First, here's the deal. Parking is for Regular members ONLY - not for Social Members, Party host, Class attendees, Regatta Crews, non member Race Committee and even employees.* On slow days, I overlook this. However, we are into the sailing season and the club has rules. That as manager, I must and will enforce.

It's a new year and we should start it out right. "PARKING ON THE LOT IS FOR REGULAR MEMBERS WITH A DECAL ONLY" Failure to comply can result in your vehicle being towed and incurring an expense of \$150. + towing fee.

Q - I'm a member, so can I not use the main room for free?
A - NO. The use of the main room requires expense to the club members in both utilities and staff (set/clean up). Rates for weeknights are \$150. and weekends \$300. You may provide your own catered or carry in food. However, all liquor must be provided and dispensed by the club.

Q - I made reservations for the New Years Eve party, but couldn't attend. Now I see it on my bill - why?
A - We are limited in space, both in seating, food preparation and storage. In short we set and provide for the number of folks that have made reservations, assuming they will attend.

Whenever we advertise "Reservations Required", we always offer a cancellation date. If you do not cancel by that date, you will be billed. In a limited seating venue, holding your reservation has forced us to refuse other paying members that wanted to attend. Please check our ads, emails and Channel articles for further rules, restrictions and cut off dates.

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.

ADULT SAILING REPORT

Your Adult Training Committee remains busy with five (5) current programs activated. In addition to the basic Learn-to-Sail program for Sunfish, we also offer monthly Sunfish skill clinics, a week Ladies Sunfish clinic, the US Sailing Basic Keelboat course and testing for the US Sailing Basic Keelboat Certification.

Since our last report, we have completed the following: A learn-to-sail two-day course for the National Recreational Parks Association (a first step for potential sailing instructors for area parks), a US Sailing Basic Keelboat weekend course and three of our weekly Ladies Sunfish Skills Clinics.

For December, traditionally a "quiet" month for Adult classes, we have at least three activities planned, including testing for the US Sailing Keelboat Certification. If you are an experienced sailor and would like to seek certification, you may challenge this test without taking the preliminary two-day course. The advantage is that it will enhance your opportunity to rent boats when away from the club or on vacation, and secondly, most insurance companies offer a discount on your boat insurance if you have proof of this certification.

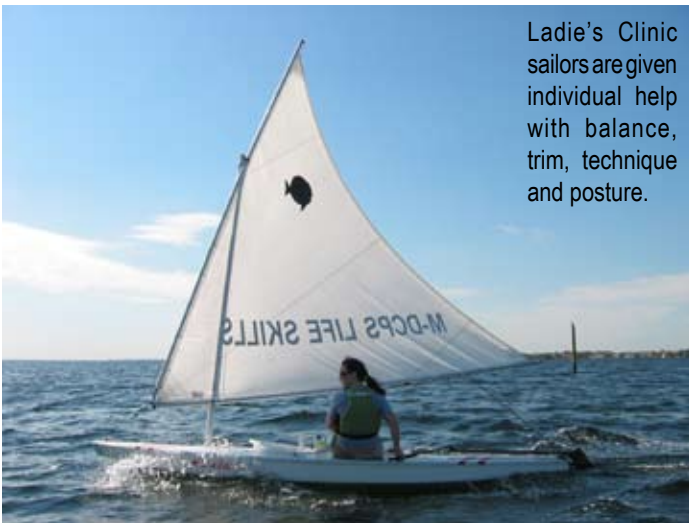
Remember that our classes and clinics are open to both regular and social members as well as the public. Regular and Social Members receive a discount in all programs except certification testing.

Finally, our very fun and successful Ladies Sunfish Skills Clinic is held every Thursday morning from 9AM until 1PM. Afterwards, some of the ladies gather for lunch on the verandah. We are looking for a few more ladies to join us and fill vacancies left by members who recently moved. You do not have to have your own boat. We have eleven Sunfish available for the class. Attendance is not required at every session. You should have some small boat experience or at least have taken our Adult Sunfish Learn-to-Sail weekend course, offered monthly. You'll get lots of help and support from your fellow sailors as well as your coach. Come join in the fun and comradely of our Ladies Sunfish Skills Clinic.

In closing, if you would like to get together a group class (at least four) of your friends, family, business, church or club associates for a weekend Learn-to-Sail class or team-building class, it is available on a safe and professional level at CGSC. Contact Nick at the Club at extension #11.

Happy New Year and Happy Sailing,

Richard Crisler, Adult Training Chairman



Ladie's Clinic sailors are given individual help with balance, trim, technique and posture.



Keelboat students practicing upwind sailing.

To all of our wonderful members:

Thank You... Thank You... Thank You

The CGSC Staff would like to thank you for your generous Holiday Tip.

We wish you a healthy and happy New Year!



Long Time Sail – First Time RALLY!

After about three decades of offshore passage making and racing, one thing we had never done was a Rally. The opportunity came for this year's Caribbean 1500 Rally from Hampton VA near the mouth of the Chesapeake to Tortola in the British Virgin Islands. We sailed with old friends Lee & Sharon Demarest on their Tayana 52, Allegro. The rally is organized by Cruising Rally Association, and its major domo, Steve Black.



Pre-Start

So, the end of October found us in Hampton preparing for the November 4th start. The big advantages of the Rally are the pre-start seminars covering a number of topics, and the social side where cruisers get to meet and mingle before and after, as well as stay in radio contact during the passage. Seminar topics presented included Gulf Stream crossing, heavy weather, women's seminars, first aid/medical, and safety at sea, as well as weather forecast briefings just prior to the start.



The fleet was BIG! There were some 70 boats entered, and the average size was about 50 feet. The fleet was divided into the Cruising Division, where you could motor all you wanted and all finishers received a trophy; and the Rally Division. There, boats were assigned a PHRF rating by the Rally. Our rating of 93 put us in the middle of the Rally fleet, Class 3 of 5 classes. Boats could motor all they want here, also, but motoring (propulsion) hours were added to your elapsed time.



Boats were equipped with transponders, so position and progress could promptly be seen on the Rally website, www.carib1500.com. The 70 boat fleet started on one line at noon on November 4th, just south of the shipping channel leading out to the Atlantic through the Chesapeake Bay Bridge Tunnel.



Crossing the Stream & Eddies

A big part of any passage like this is crossing the Gulf Stream, and the eddies that can occur on either side. We decided to stay near the rhumb, minimizing the distance spent in adverse current and taking advantage of a cold eddy past the stream.

Most of the fleet headed well east of the rhumb aiming for a "gate" between two eddies past the stream itself. We emerged from the GS and eddies part of the passage with a big lead. The only boats ahead were those seemingly intent on



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being the first to motor into Tortola. They all had lots of engine hours.

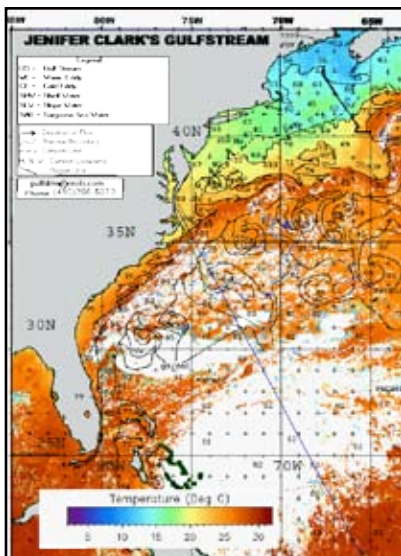
Happy Valley

From then on, it was a mix of great sailing with some light air thrown in. We had two or three days of wonderful sailing – port tack reach under spinnaker or double head rig, going 9+ knots, with 20 knots of breeze on moderate seas with the sun sparkling off the white caps. We motored in the light spots, and accumulated some 55 propulsion hours for the eight day passage.

Two substantial cold fronts came off the continent and hit many of the boats that were behind us. Winds of 40-45 knots were recorded, and some damage was sustained. These fronts dissipated before reaching us further south, so the back of the fleet had stronger winds. A few of these appeared to be pretty competitive. Sure enough, we won Class 3 by almost a day on corrected time, but had to settle for 4th overall due to three boats that were 100-200 miles back, but able to save their time.

Post-Rally

All Rally boats docked at Village Cay Marina in Road Town. Steve Black, the organizer, greeted each arriving boat with champagne on ice. The whole affair culminated a couple of days later with an informal trophy presentation poolside, followed by cocktails and dinner. Many of the Rally boats will cruise the Caribbean flying their pink Rally flags, and maintain the friendships developed during the rally as they cruise the BVI or head down island toward Trinidad by season's end. All in all, it was a great passage for us, and we enjoyed the Rally experience



THE BIRDS ARE BACK, BUT DON'T DESPAIR

Friends, on the bird situation there are three small things that significantly improve on the problem: 1) Run heavy monofilament line from the spreader bolt to two inches up on the upper shrouds to deprive them of a comfy place to sit; the line is really out of sight and lasts for years. 2) Place a small windmill with one blade shorter than the other(s), with a small flag on a stick, hoisted on a halyard with a down-tag line to above the masthead (Birds fear getting et by things that “shake in the day and night”). These two things generally solve the problem for practical purposes: however, if still not happy, contact www.bird-x.com (1.800.860.0473), purchase bird repellent, and rub it on wherever birds sit: masthead, backstay, top roller-furl spool, shrouds, triatics, etc. THIS WILL FIX IT!!! However, if really fired up, bird-x sells balloon funny faces, fake owls, hawks, snakes, possums and other critters. All this will surely be entertaining, but for a fact the first three things are all that's needed.

Several things, for a fact are no help whatever: 1) Concluding that the birds are “out to get you”, and that other members and management are “herding” them onto your boat by use of sneaky devices and enticements. 2) Complaining mightily to whoever will listen, particularly the hired-help, some of whom are so bored with it they're in total denial!!! Believe me; the hired help are not in charge of birds at the CGSC. 3) Collecting great poundages of bird doo, folded carefully in a tarp, to sail around with on the boat; aspirators are needed for this to thwart disease, and 4) Conning the “old lady” or whomever into scrubbing the hide off the boat using powerful chemicals. Three years and the newest gel coat is down to the fibers. Trust me; all this is ho-hum and unnecessary. Just dissolve and wash off the bulk and let the sun bleach it. You may wish to “perfect” your windmill/flag as the season goes along, develop ideas, and save your stuff for next year. That should do it.

Please don't let the birds get in the way of your sailing. Ours are sailboats after all, not bird roosts. Good luck on it. See you at the Club.

Bill Beavers/Dr. Phil Kellett
Mooring Committee

Sea Scout Ship Constitution (\$\$\$-1946) is Thriving

Since the beginning of this school year, our Sea Scout Ship has been very busy. First, several new members have joined the Ship, and we now have about a dozen active Sea Scouts. Also, we have added some new adult leadership – and as of January 1st, we will have a new Skipper. We're definitely fortunate that current Skipper Karen Robinson will remain involved with the ship, and that we will have incoming Skipper Daniel Czerwinski's enthusiastic leadership to guide our Sea Scouts in the years to come.

Second, our Sea Scouts have been meeting on a regular basis – and they have been getting things accomplished. They have drafted their own by-laws, planned and executed an overnight rendezvous, gone shooting, and of course they have even gone sailing a couple times. And they have finally come up with a name for their ship – we are now the SSS Constitution.

Third, our Sea Scouts have been active in various service projects. They participated in CGSC's Annual Work Weekend, and we had a couple Sea Scouts who volunteered as helpers during our first Small Boat Sailing Merit Badge Campout for Boy Scout Troop 840.

And finally, one member from our Ship (Boatswain Patrick Arrington) became the only Sea Scout from the South Florida Council to qualify for the 2008 WIKoch International Sea Scout Cup Regatta. This is a biennial international regatta sailed in 420s, for Sea Scout sailors from throughout the US as well as several foreign countries. The 2008 Sea Scout Cup will be held this summer at the US Naval Academy (Annapolis), and I know that Patrick and his crew (Sam Walker) are going to have a blast.

So, I want you to be aware that CGSC's Sea Scout Ship is thriving, and we're all looking forward to great things to come from this group. As always,

if you know of any young men or women (age 14 to 21) who have an interest in maritime activities (especially sailing), please give me a call. And, on behalf of the Sea Scouts from the SSS-Constitution, we wish you a wonderful holiday and a happy new year.

Larry Arrington
305-663-9836



Sailing Zumas at the Sea Scout Rendezvous



Patrick Arrington and Sam Walker sailing in the WIK Sea Scout Cup Qualifier Regatta. Patrick and Sam are the only sailors from the South Florida Council to qualify.



Commodore Marc and Cathy Buller aboard Otsa Cuba Libre.



Scouts on weekend sail with Jack and Sue David aboard Giggling Dolphins and Commodore Marc and Cathy Buller aboard Ostra Cuba Libre.

ANNOUNCEMENTS

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.

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.

Race Committee Holiday Party

CGSC's Race Committee hosted its 2nd Annual Holiday Party in the Main Room of the Clubhouse on the evening of December 4th. This year, the Party was opened to all Club members. Most attendees brought an hors d'oeuvre to share, and they were very good, as was the case last year. It was a very nice party, well attended, and complete with Christmas music. A 20-minute power outage didn't faze the crowd.

The only "business" of the evening was the presentation and awarding of the new Al Chapin Memorial Trophy, which goes to the most outstanding member of the CGSC Race Committee for the year. This is a perpetual trophy, and will reside in the Club trophy case in the upstairs hall. Virtually everyone at CGSC knew Al. He was a long standing member of CGSC, and a very active, long-serving member of our Race Committee. Al tragically passed away from cancer last year, only a few months after he retired from the University of Miami. We miss him, still.

The trophy was awarded first to the outstanding RC member for 2006. Race Chair Ron Rostorfer announced that the winner was Al Chapin, making him the first winner of the Trophy, as well as its namesake. The evening's guest of Honor, Al's wonderful daughter Kristin Chapin, accepted the award on

Al's behalf, and also received a keeper award. Kristin then made an eloquent remembrance of father Al, his love of the Club and many happy days on the Race Committee. She then presented the Al Chapin Memorial Trophy to this year's winner, Susan Walcutt.

Susan was very active on the RC again this year, both on the water and in our meetings and training programs. Responding to the needs of the RC, she joined the "PRO Class of 2007," was PRO for the Commodore's Cup Club championship regatta in July, attended a USSailing Race Management Seminar, and is in the process of becoming a USSailing Certified Club Race Officer.

CGSC Commodore Marc Buller concluded the formalities by thanking the Race Committee for their service to the Club.



SO, WHO WON THE 2007 SE FL PHRF CHAMPS?

Sixteen PHRF racers contested the 2007 Southeast Florida PHRF Championships hosted by CGSC November 17th and 18th. And, a hotly contested regatta it was, with five races sailed over the two sunny days. Conditions were challenging for both the competitors and CGSC's Race Committee, as the easterly wind seemed to have an unusually wide shifting pattern. The RC had to signal course changes in four of the five races in order to provide quality racing for the fleet.

The racing was nip and tuck, to say it mildly. Frequently, places were decided by only a very few seconds on corrected time, and in one race, two PHRF 1 boats actually tied to the second on corrected time for 2nd place. Per the scoring rules, each was given 2.5 points for that race, which wound up making a difference in the final results.

Six boats raced in PHRF 1, and ten in PHRF 2, with all races being windward-leeward, twice around courses. CGSC's Russ and Vicki Horn, sailing their Evelyn 32 *Jammin'* started off in reasonable fashion with a 3-5 in the first two races. In the last race on Saturday, they took a 1st in Class and Fleet. That was the only race in which a PHRF 2 boat finished first in Fleet. Their 1st in Class was a harbinger of things to come on Sunday.

However, even with that, there was a three way tie at nine points for first in PHRF 2 after Saturday's races. *Jammin'* was tied with the C&C 99 *Blackbird* sailed by CGSC's Pat Cacase, and Michael Carrington's Sweden 37 *Susimi* from Lighthouse Point. Amongst the faster PHRF 1 boats, Scott & Tom Piper's Tripp 33 *Pipe Dream XIV* from BBYC had a one point lead over Stuart Hebb's Aerodyne 38 *Thin Ice* from CRYC. CGSC's Chris Woolsey with his SR 33 *Mostly Harmless* was another point back in 3rd. So, very close results in PHRF 1 as well.

After the boats returned on Saturday afternoon, CGSC hosted a great barbeque dinner, featuring some of the meatiest ribs ever. It was a very good meal.

Sunday's wind was a bit lighter, but still with oscillations. Things got off on schedule for the remaining two races. In PHRF 2, *Jammin'* really took over with two additional Class wins. This took them from a three way tie to a PHRF 2 win for the regatta by a six point margin over *Susimi*, with *Blackbird* another point back in 3rd.

Meanwhile, up in PHRF 1, *Mostly Harmless* and *Thin Ice* tied on corrected time for second place in Race 4. *Mostly Harmless* then won the final race by only five seconds and with it the PHRF 1 Championship with 11.5 points. Thus, CGSC boats won both PHRF 1 and PHRF 2 – a great showing for our Club. *Pipe Dream XIV* had a 4-2 on Sunday to finish second in Class with 12 points, just a half point from the lead, while *Thin Ice* fell to 3rd in the finale, finishing 3rd in Class at 12.5 points. So, the top three finishers were within a point of one another.

The SE Florida PHRF Championships has an overall trophy for the best race record when all corrected times are considered, regardless of Class. That's when things got even more interesting! CGSC's *Mostly Harmless* was 3rd in Class in the first race, but three PHRF 2 boats finished above her, dropping her to 6th in fleet. That was enough, with the other ups and downs figured in, to vault *Thin Ice* from an extremely close 3rd in PHRF 1 to a 1st overall with 13.5 points. *Pipe Dream XIV* was second by only a half point, while *Mostly Harmless* had 15.5 points for 3rd overall.

When the results were announced at the trophy presentation later on Sunday, the attending racers were dumbfounded as the overall trophy was

presented to a boat that could only finish 3rd in Class. But now, you know why. CGSC Past Commodore and head of SE Florida PHRF, David Kurtz, ably made the presentations.

CGSC's Race Committee had many thanks yous from the fleet for their efforts on the water. Special thanks go to Juan Torres and Win Cooper for providing their own boats for Signal Boat and Mark Boat, respectively.

The rest of your Club's RC team included PRO Ron Rostorfer, timers Susan Schultz and Marvin Schenker, recorders Anne Platt, Jo-An Pzenny and Liz Gabay, and flag signalers Jean Anne Davis, Gail Pulsford and Vicki Rosenbloom. John Torres and Jim Waldron were Mark Boat crews. Pin Boat skippers were Mark Lowell and Geoff Sutcliffe, while the crews were Carolyn Rahn, Karen Young and John Torres' friend Giovanni.

Overall, it was a well managed regatta with incredibly close results, some great racing, and wins in both classes by CGSC boats.

SE Florida PHRF Championships November 17-18, 2007 Hosted by CGSC Over- all Results		
Yacht	Skipper	Place
PHRF 1	Race Length	
MOSTLY HARM- LESS	Chris Woolsey	1
PIPE DREAM XIV	Scott/Tom Piper	2
THIN ICE	Stuart Hebb	3
PRIMAL SCREAM	Steven Stollman	4
SPIDER	Kevin Lawrie	5
SWALLOW	Bob Stout	6
PHRF 2	Race Length	
JAMMIN'	Russ and Vicky Horn	1
SUSIMI	Michael Carrington	2
BLACKBIRD	Pat Cacace	3
BREEZE	Val Safiullin	4
DUTCH TREAT	Randy Clee	5
TIBURON	Eduardo Luaces	6
HOT AIR	David Berg	7
GOOMBAY	David Kurtz	8
STALKER	Alexei Vasiliev	9
IN BOX	Bernard Blum	10
OVERALL WINNER: THIN ICE, STUART HEBB, AERODYNE 38		

BBYRA One Design Race

On December 1st the CGSC RC ran the BBYRA One Design for the Etchells, Snipes, and Flying Scots. We had a large turnout of the Etchells fleet with fourteen boats, seven Snipes, and five Flying Scots. Sailing conditions were good; the wind was out of the NE between 7-10 knots. The CGSC Signal Boat was Jack and Sue David's Hans Christian 33, named Giggling Dolphin, which provided a large and stable platform to run the race. Jaime Ramon skippered the Mako II with Art Auwaerter to set a windward-leeward course. Bernie Meiers skippered Mako I with Jo Ann Mathieus to set the starting line and finishing line. On flags we had Victoria Rosenbloom and Suzy Harbour. Ron Giachetti was PRO.

In all three races, we did a rolling start, with the Etchells first, followed by the Snipes and Flying Scots. In Race 1 we set the course for 80°. We sent the Etchells 1.25 miles, and we sent the Snipes and Flying Scots 0.75 miles to the windward mark. It worked out well in that all three classes finished very close, the Snipes, the Flying Scots, and the Etchells. Tim Lihane and Ken Batzer took Race 1 for the Etchells, Augie Diaz for the Snipes, and Vlad Stroleny for the Flying Scots.

In Race 2 the wind was shifting on us, so we reset the course 10 degrees to the left and started again. In Race 2 we had some excitement during the very competitive Etchell's start. The boats were grouped tight, and one of the Etchells bumped into the dingy trailed behind the Signal Boat (meant to deter just such occurrences) and then the wayward Etchell grazed the Signal Boat itself. No damage was done, and the ensuing confusion did not disrupt our timer, Marvin Schenker, who kept us on the rolling start. Tom Piper took first for the Etchells, Augie Diaz for the Snipes, and Bud Price for the Flying Scots.

In Race 3 we shorted the course for the Etchells to 1.1 miles because it was taking them just over one hour to finish the second race. Again, we had an aggressive start but none over early. The finish was interesting in that the Etchells were overlapping the two Flying Scots. We had several photo-finishes among the Etchells. In this last race, Tim Lahane and Ken Batzer took first for the Etchells, and Augie Diaz yet again came in first for the Snipes, and Vlad Stoleny for the Flying Scots.

Following the completion of the third race we returned to the CGSC and docked at 3:30.

Ron Giachetti

Racing Schedule Late December, 2007 – February, 2008

Thurs-Sun, December 27-30
Orange Bowl Regatta – CGSC

Friday, January 4
BBYRA Annual Meeting &
Registration – CGSC – 6:00 pm

Saturday, January 12
BBYRA OD#1 – Miami YC

Sunday, January 13
BBYRA PHRF#1 – CGSC

Wednesday, January 16
Ft. Lauderdale – Key West Race
Lauderdale YC/Storm Trysail Club

Mon-Fri, Jan 21-25
Key West Race Week – Premier Racing

Mon-Sat, Jan 28-Feb 2
Miami Olympic Classes Regatta

Sunday, February 3
BBYRA OD#2 – BBYC

Sat-Sun, Feb. 9-10
Comodoro Rasco Snipe Regatta –CGSC

Thurs-Mon, Feb 14-18
Miami Boat Show

Saturday, February 16
BBYRA PHRF#2, MYC

Saturday, February 23
MYC Annual Regatta – BBYRA OD#3

Sunday, February 24
MYC Annual Regatta – BBYRA PHRF#3

**JOIN the
CGSC
RACE COMMITTEE**

SERIOUS FUN!

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

CLASSIFIEDS

Month 1

PUFFIN, C&C 30 for sale, Yanmar Diesel, well maintained with many improvements over the last 7 years of ownership. Documented 1976 boat. \$15,000. Call Ray at 305-205-7268

Month 2

8 HP Yamaha 2 stroke outboard, tank and hose. Old but never failed with Avon 9 Foot Dinghy (Old). Both for \$175. Henry Mustin 561 702 6103 or 305 604 8484.

2005 Laser Radial Rig with Sail and sail bag, Blades and Aquata blade bag, Bottom boat cover and Dolly. Asking \$3,400. Please contact Wendy Gans @ (305)-582-2834 or wgans5401@hotmail.com

Month 3

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

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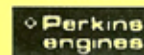
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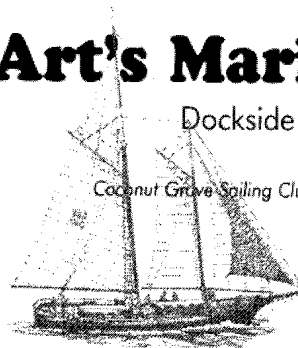
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MIAMI-DADE COUNTY PUBLIC SCHOOLS

Miami-Dade County Public Schools in partnership with the Coconut Grove Sailing Club, our premier provider for full inclusion water sports activities such as sailing, kayaking, snorkeling and Marine Science is now celebrating a new chapter of experiences and programs. Students with and without disabilities have been enjoying the many activities offered free of charge to M-DCPS students through the generosity and support of the staff and volunteers of the Coconut Grove Sailing Club. Although many people have seen the students at the CGSC in the mornings getting ready to go out on the water, what you may not realize is that a former student has been volunteering time and coming back to help out each week.

Emilio Delgado, a former special education student from G. Holmes Braddock Sr. High School, has been assisting students from his former school when they participate in activities at CGSC. Staff from M-DCPS and CGSC has worked diligently to provide a transitional program for students with disabilities to return to the Club to volunteer their time and vocational experiences. Emilio is now able to come back and use his skills to teach sailing to the new students from G. Holmes Braddock. Former teachers and colleagues have noticed a level of confidence and an increase in socialization skills, as Emilio is happy to help out. Jenie Delgado, Emilio's mother

is proud of her son and could not be any happier for him. "I am glad that he can go back, I am glad he feels like other people. I am proud of him, once they leave high school there are not many programs for him" said Jenie. "Emilio may make excuses to not go to other programs but he looks forward to the sailing program." Kudos to the CGSC for making this a reality!

One outcome of the program is to train students in sailing and water sports so that they can come back after they have left the school system and help teach sailing to the present students. Emilio is certainly doing that now and we are looking forward to the return of many other students. So next time you see the students in the morning getting ready to go out on the water say hello to Emilio.

Dr. Jayne Greenberg,
District Director
Physical Education and Health Literacy
MDPS

