

the

COCONUT GROVE SAILING CLUB  
serving the community since 1945

# channel



JUNE 2008

## Fun on the Bay

What a great month we had with our Adult Sailing Program! There were numerous classes, clinics, testings and even some private coaching. We had our biggest, best attended, most successful Small Boat Clinic ever with twenty (20) boats and twenty-one (21) sailors participating. We attempt to schedule one of these clinics each month in order to provide our new sailors an opportunity for a day of safe, supervised sailing in a group to a nearby sandbar for lunch, socializing and an exciting return to CGSC.

For these clinics we invite all club members with dinghies to join us. Thanks to Bud Price and Stefan Krumbiegel for bringing along "Air America" so that

some of our new sailors could experience sailing in a Flying Scot. We also appreciate the help both at the dock and on the water provided by Jose and Beth Hernandez who assisted some of the more inexperienced Sunfish sailors. Finally, thanks to member Glenn Newland who assisted in a quick an orderly launch and retrieval of the boats. We expect this fun event to continue to grow and encourage all our members with dinghies and small keelboats to join us. It will be announced to the membership via email in the future.



Our Ladies Clinic, now on Thursdays at 4PM, continues to grow, and they are starting to let some

*continued on page 8*



2007- 2008  
Flag Officers

Commodore.....Marc Buller  
Vice Commodore ..... Charles Rahn  
Rear Commodore.....Dr. Phil Kellet  
Secretary ..... Penny Aronsohn  
Treasurer .....Skip Meyers  
Fleet Captain .....Dr. Phil Kellet  
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Adult Sailing .....Richard Crisler  
BBYRA Rep..... David Kurtz  
By-Laws..... David Goldberg  
C-Gulls..... Anita Hansen, Krisan Lamberti  
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Cruising&Rendezvous..... Janice Pruet  
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Marine Council ..... Rick Rahm  
Marine Science Acad. ....Dr. Phil Kellet  
Membership ..... Karen Young  
Moorings.....Bill Beavers, Dr Phil Kellet  
Opti Racing .....Antonio Bejarano  
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Property..... Charlie Rahn  
Protocol..... Larry Whipple  
Public Relations .....Alyn Pruet  
Race..... Ron Rostorfer  
Safety & Security.....Marc Buller  
Snipe Racing .....Gonzalo Diaz, Sr.  
Strip..... Bud Price  
UM Sailing Coordinator ..... Charles Rahn  
Webmaster..... Hugh Stallings  
Sailing Director..... Nick Mansbach  
Club Manager..... Hugh Stallings

Cover Photo of Snipe sailors Ernesto Rodriguez and Leandro Spina provided by Fried Elliott.

Volume 63      Issue 12

# COMMODORE'S REPORT



It has been an honor and a pleasure to serve as Commodore this past year. I thank you for your support and ask you to continue to support the Officers and Board of Directors. While the Club is close to having an agreement with the City, there is still work to be done. As the most recent Past Commodore, I plan to help the new officers and hopefully finalize our agreement with the City.

There are other things that need to be done; there are committees to fill and I hope you will find time to volunteer. Most folks find that their enjoyment of the Club is enhanced by their participation. I hope you will accept this invitation and volunteer.

Once again, thank you for your support and I'll see you at the Club.

*Marc Buller,  
Commodore*

## *Annual Installation Dinner Party*

*All members are invited to attend our  
Annual Board Installation Dinner Party  
on Saturday June 14th.*

*We'll begin with hors d'ourves on the deck at 6:45 PM,  
followed by a buffet dinner at 7:30 PM.  
Musical entertainment will be provided for  
listening and dancing.*

*Reservations are required and considered guaranteed.  
Space is limited with cancellations accepted no later than close  
of business (5 PM) Wednesday June 11th*

*The cost is \$40. per person, plus tax and gratuity.  
Make your reservations now!  
All seating for this event is "open".*



# VICE COMMODORE'S REPORT

As our fiscal year comes to a close, as well as my term as Vice Commodore, we are trying to accomplish the last of the items around the club that funds have been assigned for the 07 – 08 fiscal year.

Projects that are in the works include trimming the Mangroves and repairing the remainder of the main dock pilings.

Over the last year we have replaced the draft beer cooling system, tented the building for termites, replaced the bar air conditioner and repaired the flood lights. The mooring field looks quite different at night all lit up.

Our “new clubhouse” is approaching 30 years old and as any homeowner knows, it can be challenging with a limited budget to keep such a building in the best possible working order. The members that volunteer to help out during our fall work weekend certainly help us achieve this goal and they should be proud of the fact that they help maintain the condition of the club and property for the benefit of all.

On the legal front, the hearing by the cabinet in Tallahassee regarding our use of the submerged land was postponed from the April 29<sup>th</sup> meeting until the June

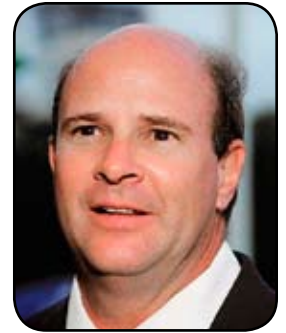
10<sup>th</sup> meeting. I have been told by our attorneys that the prospects of approval are still very good.

I would like to thank Hugh and all the staff at the club for a great year. It was a pleasure working with all of them in an effort to keep the club a fun place for members to come to.

One of my favorite sights this past year was seeing a young couple with their one year old toddler sitting on a blanket and having a picnic in the shade of the sea grape tree. Often the simple things in life can become our most fond memories.

Few of us can afford the luxury of bay front living in Miami, but as members of CGSC we can all enjoy the access to Biscayne Bay and the respite of a tranquil setting in the busy city that surrounds us.

*Charles A. Rahn*  
*Vice Commodore*



# REAR COMMODORE'S REPORT

It has been a great year for sailing at Coconut Grove, highlights are:

A spectacular performance by Nick our Sailing Director who has done a great job rebuilding the junior programs. The juniors had some spectacular results in the regattas both locally and nationally.

A great job by Dick Crisler developing the adult sailing program and ladies sailing program.

A well attended Rendezvous with 24 boats and about 65 members attending. Credit must go to Hugh, Dwayne, Tom and their helpers for organizing food and refreshments and delivering them to Elliot Key. However the star was 10 year old James Pulsford who cooked most of the food.

Our Spring Cruise is going well. Four boats crossed to the Bahamas on the day/night of the 2nd of May with other boats following a few days later. Special credit goes to the Gulf Stream first timers who ignored dire warnings of a rough crossing and did things the right way...they stuck their noses out and when they found that the fears were unfounded had a challenging but very rewarding crossing. Well done James, Paco, Linda, Suzie, Ed and others.

The Sea Scout trip to Puerto Rico was great success and has attracted the attention the Sea Scouting hierarchy. The Scouts will be a great asset to the Club and I hope that boat owners will take them sailing while I am the frozen north!

I am now organizing the 25 charts and piles of tidal data I have for our trip from Puerto Rico to Nova Scotia via Bermuda on which we will report next month...tides are near zero on the north coast of Puerto Rico and 40 feet in the Bay of Fundy. We plan to return to Miami in November and then continue south. Latest suggestion is that we go to Brazil for the 2009 hurricane season. It is about 3000 miles away which is a lot less trouble than moving a boat in and out of the mangroves 3 or 4 times!

It has been a good year and I wish all of you happy sailing.

*Phil Kellett*  
*Rear Commodore*



## 2008 Florida District and Masters Lightning Championship April 12-13, 2008

It may have been pouring rain on shore Saturday, but we had a beautiful day for racing on Biscayne Bay for our small but exceptional fleet of Lightning participants including Jeff Linton, the 2007 Rolex Yachtsman of the Year and several National Champions. Winds were steady and the fleet sailed four races then relaxed under their chutes for the trip back to the Sailing Club for a delicious cookout provided by the Lightning Fleet. Sunday morning was an early turnout with a 10 am first warning and an on time start. The race finished after course changes which saw the wind clock over 100 degrees and slowly decrease in velocity. We were unable to get the second race off due to lack of wind and, after an hour postponement, sent the racers home. Bill Mauk presented take home trophies to the first place Masters Winner and crew and to the First, Second and Third Place winners for the Districts Championships.

Thank you to the following CGSC Race Committee volunteers: Marvin Schenker, Anita Hansen, Anne Platt, Jeanne Bunten, Vicky Rosenbloom, Denis Jansma, Kristin Chapin, Art Auwaerter, Betty (a new volunteer just moved from Ohio), Ron and Dottie Rostorfer, our standby Protest Committee of Jane Anne Pincus, Sharon Bivens-Bourke and Jere Woltz and Juan Torres, who supplied our Signal Boat, SONO 3, both days.

Susan Walcutt, PRO  
CGSC Race Committee



LIGHTNING DISTRICT CHAMPS 2008		
SKIPPER	TOTAL	PLACE
Jeff Linton	5	1
Bill Mauk	9	2
David Helmick	10	3
Frank Atkinson	13	4
Stephen Horowitz	18	5
Mike Beaver	23	6
LIGHTNING FLORIDA MASTERS CHAMPIONSHIP		
Frank Atkinson	5	1
Bill Mauk	5	2
Stephen Horwitz	10	3





# Farr 40 Worlds

*Editors Note: Peter Branning's son Chris, in his second year at the Merchant Marine Academy, has had some notable sailing experiences first as a member of Disney's Young America team and more recently sailing the Academy's Farr 40 in the World Championship. Here is his trip report on the Worlds.*

Admiral,

It's been an amazing journey the past ten days while in Miami, FL competing in the Farr 40 World Championship. A tremendous amount was learned by our team as we sailed side by side the best in the sport. I sailed in this event last year in Copenhagen, Denmark and can honestly say that the fleet is tougher and more competitive than before.

The event was quite a journey for us as a team. We started out the 10 day event with our boat handling and crew work being sub par, but were soon brought online with lots of practice and countless de-briefs ultimately resulting in flawless crew work. The conditions ranged from everything in the 3-5 knot range, all the way to 25 knots and surfing and planning conditions.

While we finished much worse than we would have liked, perhaps it is not enough to say who were sailing against. While our results on paper show a finish of 33rd out of 33 boats, they don't show a team of sailors, most of which never sailed before they came to KP, starting, sailing and mixing it up with the best professionals this sport has to offer. Our final result doesn't show America's Cup tacticians congratulating us on a fair performance, and the president of the class asking to do more sailing with us in the future. We were always in the hunt, and the event was nothing close to a shut out by any means. Our best race we rounded the first mark in 5th place, and were mixing it up with the top boats all the time. I don't think any one of us will ever forget what it is like to have been the 5th best boat in the world for one leg, even if it was just for a little bit.

Every other team at the event has been on the campaign trail for years, each regatta

sailing with almost exactly the same people. Just being around that level of professionalism and precision exhibited by the other teams sunk into our very core, driving us to become better sailors.

I think for a team of college kids to show up as a new bunch and put on a performance at an arena like that speaks volumes not just for the heart and talent of our sailors, but for the investment the school is willing to make in each one of its midshipman. Our sailors were from rural North Carolina, from Wisconsin, from cities and towns where sailing and being on the water was never an option. For this school to be able to provide the world's best waterfront equipment, world class coaching, training and support, and be able to send us to a World Championship blows my mind every time I think about it. It is truly incredible.

I hope that our professors, the faculty, and regimental officers wont become discouraged looking at our result, because

I know we didn't become discouraged having earned it. I know it would have been easier in the future to justify taking off such a large amount of school had we placed better, beat a few teams from Europe or Brazil, or even finished one race in the top ten. But the reality is we hope that in the future the school will be behind us as we try our hardest, against the best, where ever and in whatever regatta is next on the schedule.

I can't say thank you enough for allowing us to represent our school at one of the toughest sailing events in the world. It was truly an honor to fly our school's flag alongside the best of the best.

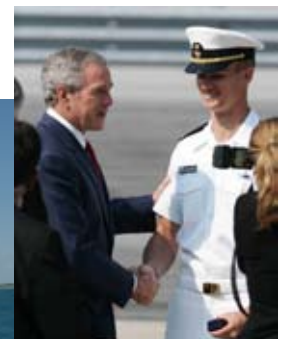
Very Respectfully,

MIDN Christopher Branning 2nd Class  
Helmsman Nimbus Blue



*Chris sailing in the Laser Worlds.*

*The Farr 40 crew practice for the race.*



*Chris greets the President on his visit to the Academy.*

# Youth Sailing



Here's what's happening in the clubs' sailing world:

Alas, we find ourselves nearing the end of another sailing program season. The final date for regular programming was originally set to end April 30th, but due to an overwhelming amount of parents and kids wanting to continue for another month, I gave in to their wishes and agreed to extend the program for the month of May. Our last official regatta for the season was an away regatta in Clearwater at the Clark Mills and Florida State Opti Championships on April 12th & 13th, and we did extremely well with 4 of our Green Fleeters placing in the top ten and one of our newest racers taking a cool second place. (Congratulations James Pulsford, on a job well done!). We had the privilege

of getting a super discounted rate on one of the best hotels on the west coast of Florida, the famed Belleview Biltmore. As with the rumors of our own Coral Gables Biltmore being haunted, we had some pretty strange occurrences happen while staying there. The first night, everybody who stayed in the "West Wing" was awakened at 4am, nobody could explain why this happened, but everyone agrees it did happen. The second night, my neighbors, the Coen family, were awakened again by a "Banging" at 4am. I personally set my alarm clock for 6:30 am on both nights and was awakened both days by the alarm going off at "5 am", a coincidence or some unexplainable phenomena? In spite of all this, everyone wound up having a great time.

We actually had "The First Annual Parents vs. Kids Volleyball Tournament" on our last night there and that was a big hit with all who watched or participated. We met at the volleyball court at 7pm. I instructed all the kids to bring their PFD's with them to the game, and I can't tell you how many "why's" I got from them, but let me say it was at least two per kid. Before the start of the game I asked each team to have a "huddle" on what they would like should they be the victors of this now famous game. After about 5 minutes each team came back with a wish list of what they would like if they won. The kids went first; "We want a sleepover" was their wish. When I asked when and where this would take place they all came back with "Tonight, in Oscar's room". I was quite shocked as Oscars' room was right next to mine! The parents and I agreed (I was really hoping the parents would win this) and it was a done deal. Now it was the parents turn

to really come up with something good. I figured they would opt for a car wash & wax or the yard work being done for a month or something along those lines, but once again I was shocked when they said, "We want the kids to put on a talent show for all the parents to enjoy and judge, kinda like American Idol but with a lot less talent!" It took me a good 5 minutes to stop cracking up over their request, but to sweeten the pot; I agreed that if the kids won we would have the sleep over at CGSC on May 31st.

Now it was time to get down to business! I instructed all the kids to hand over their PFD's to their parents (the rumble in the crowd was loud enough to attract attention from a lot of hotel guests). I then instructed the parents on how to properly don their new PFD's, (you should have seen the looks on their faces) and informed them that this was designed to level the playing field just a little. I then asked Mike McHugh to come forward and take his place on the kids' team. If you haven't had an opportunity to meet Mike yet, he has been helping out coaching the racing



team, doing fiberglass repairs and just being an overall big help, all 6 foot 6 of him. The kids were ecstatic as they all like Mike very much and knew that they could use his help now more than ever!

Finally, it was time, game time! The parents won the volley to serve first and it was on! After what I thought was a pretty good game, the parents overcame and won the first match. Game 2. Parents served first again, and after another pretty



tight game, the kids pulled out all the stops and were the victors of the second match! We have a tie, 1 to 1... Now for the final match and the game, the kids served first. After what was the best game of the afternoon, the parents win!!! They were transformed back to the days of their youth as they danced around in those silly PFD's with a pretty good crowd of hotel guests cheering them on as they did the victory dance! Needless to say, the kids took it pretty hard and were truly disappointed (especially with Mike), so to make them feel a little better I told them that not only would they be putting on a talent show, but they would do it at the CGSC sleep over/pizza party at CGSC on May 31st, despite their loss. I don't think I've gotten that many hugs in my life as all the disappointment disappeared from their faces and joy filled their hearts, awww...

Now that we're wrapping up the fall program, we can focus all our efforts on summer camp. This year we will try to increase





the number of kids from 35 per session to possibly 50 per session, all of this depends on staffing, so if you know any young folks who would be interested in summer employment or needs community service hours

please, send them my way! We will be doing 5 sessions of 2 weeks each, beginning in June and ending in August, if you would be interested in enrolling your child or a friends, you may do everything online at [www.cgsc.org](http://www.cgsc.org) or you can send them into the office the old fashioned way.

Our adult programs continue to flourish under the guidance of our adult sailing chairman, Richard Crisler. I've heard from numerous members how they can't remember ever seeing the adult programs doing as well they have in the last year that I've had the privilege of working with Richard. If you haven't taken one of Dick's classes you might want to think about getting involved. I had one person comment, "I wish I would have done this 15 years ago", and that particular person has been a boat owner for 15 years. Even if you don't need or want to take a class, talk with either Dick or myself about our member boat usage program, we can get you "Checked out" on the Ensign or one of our Sunfish and join in on one of our "clinics". We're coming up on that time of year when the water warms up, the sun sets later and the winds get very manageable, so take advantage of a great opportunity and get out on the Bay

That's all for now, see you next month  
Nick Mansbach



First Annual  
Parents  
vs.  
Kids  
Volleyball  
Tournament

## Flying Scot Fleet 90 Training Session

Bud Price, arranged for some professional sailing training for Flying Scot Fleet 90 to improve our race performance against other fleets around the state. He arranged for Robby Brown of North Sails to come to the CGSC for a weekend training session. We had four Scots participate; Beth and Bud Price on Air America, Jean Hester and Phil Messier on Volee, Henry Bernstein and Cal Tompkins on Lady Hope and Larry Whipple on Margaritaville.

The two day session consisted of both classroom and on the water sailing that was video taped and later reviewed and critiqued. Jim Bingham volunteered as cameraman. The classroom sessions reviewed the days schedule and techniques to practice on the water. On the water we practiced rabbit starts, tacking drills, duck and lee bow drills and short races to practice starts. The last thing each day we reviewed the videos of the days practices. Everyone enjoyed the training session and expects a significant improvement in our racing performance.

Bud Price is organizing Wednesday night practice sessions in the future so we can continue to improve our racing technique.

Larry Whipple  
Fleet 90 Captain



Photo left to right - Cal Tompkins, Henry Bernstein, Bud and Beth Price, Robby Brown, Phil Messier, Jean Hester, Larry Whipple





guys join them in the learning and fun. We've added several new names to our Ladies Clinic email list. We also just celebrated our first year of these weekly clinics.

Learn-to-Sail classes were conducted for both Sunfish and the Basic Keelboat program. Thanks go to Charles Branning for assisting with our last Sunfish Learn-to-Sail class. For so many years, Charley has unselfishly given of his time and talents to assist with our Adult Program.

We can always use volunteers in this program. It's a great way to meet new people and help your club. At most, you might be asked to assist one or two days in a month. You won't be asked to teach (unless you want to), rather, just assist the instructor, drive a safety skiff, help students rig or de-rig, etc. If interested, please contact Richard at 305-342-4775 or Nick at CGSC, ext. 11.

Fair Winds and Safe Sailing,

Richard Crisler, Adult Training Chairman



*Basic Keelboat students learn to launch from both a dock and a mooring (no engine).*



*Practicing boat speed and balance- Ladies Clinic*

*Twenty-One Sailors in Twenty Boats enjoy lunch and socializing at the sandbar during the May Small Boat Clinic.*







*Boats rigged and launched, happy small boat clinic sailors attend a safety meeting before departing for the sandbar.*



*Basic Keelboat students practice balancing the helm.*

*Boats rigged and checked, new Learn-to-Sail students are eager to launch for the first time*



*Keelboat derigged, certification applicants relax after on-water testing*

## In Memorium



### *Past Commodore Charles Hamly*

Charlie Hamly, WWII veteran, insurance executive, lifelong sailor passed away on April 11, 2008 at age 89. Charlie spent many of his early years in the 1920s in Coconut Grove, During WWII he was awarded a gold lifesaving medal for rescuing crew from a torpedoed and burning ship just before it exploded. As the operator of a picket boat in Miami Harbor, he rescued the residents of Elliot Key and the other keys during the 1945 hurricane. As a First Class Boatswain's Mate, he was master of his own submarine chaser on independent duty patrolling thousands of miles of the Caribbean.

Charlie graduated from UM with a Business degree. He worked his way up to Vice President of American Bankers Insurance Company. He was an early member of the Coconut Sailing Club, serving as Commodore and in other positions of responsibility. As he became more accomplished, he never gave up his old friends. Charlie had friends from all walks of life, from fishermen to admirals.

In 1974, Charlie Hamly built a house in Key Largo and helped found the Upper Keys Sailing Club, serving as Commodore. After retirement in 1975, Charles embarked upon a life of cruising the East Coast and the Bahamas full time in various sail boats and finally in his well known trawler yacht, "New Moon."

Charlie Hamly was a member of St Stephens Episcopal Church in Coconut Grove since childhood when his mother played the organ there. He is survived by his wife, Marie Alice (Hoskins) Hamly; his son and daughter-in-law, Richard Dana Hamly and Gloria Page Hamly; his daughter, Charlene Hamly; eight grandchildren and eleven great grandchildren.

"And all I ask is a tall ship and a star to steer her by."

### *William Pinson Whiddon*

William Pinson Whiddon passed away at his home April 15th, 2008. He graduated from Miami High School and the University of Florida. He served in the US Army during WWII in the European theatre. After his military service he received a Bachelors of Architecture from the University of Florida. He was a member of the Florida Association of the American Institute of Architects and practiced in Miami for over 50 years. Pinson loved boating on Biscayne Bay with family and friends. He was a member of the Coconut Grove Sailing Club and Coral Reef Yacht Club and was an avid golfer He is survived by his wife Kathleen and his son William.



## Boats and Moorings

In racing sailboats, it's asked from time to time "how does one get and keep crew"? The best answer I know is to paraphrase some rules from an old book I once studied.

1) Be sincerely nice to people. 2) Race equip the boat, maintained so everything works, and the bottom clean. 3) Provide adequate food, quality and quantity, not complicated but substantial and good. 4) Provide cold water and drinks of all kinds, i.e., what folks like, but no imbibing to distraction until the last downwind leg. 5) Know for sure, or at least give the illusion that you know what you're doing. These work pretty well I think, but just any crew seldom gets the job done well. It sure helps if people can race or at least sail before coming aboard. Mostly it doesn't work out if they don't, but there surely are exceptions. Really motivated people learn quickly, and by reading between races about what was mysterious or went wrong increases the learning. In time all must pretty well learn all the jobs, if not to do them, at least know in detail what is happening.

Fore-deck is problematic, requires ongoing practice, is often athletic and requires hand-in-hand cockpit coordination. Folks who can and will do at least some things can often find spots on race boats, but it does require effort to keep up and improve. Knot tying is a skill often lacking. Even after years some folks can do little but try and rely on the FL, or northern tangle and jerk; pitiful.

Early on at the CGSC I once asked a friend, "who are those people who mess around out there with their boats, come back exhausted swaggering and cussy, then someone makes a pitch and hands out plastic cups and stuff". My friend answered, "Racers, stay away from them, they's crazy". In time I was collared to crew, and did so on various boats to great fun and entertainment. Not forgetting my friend's remark, in time I marveled at how well I fit in; makes one wonder.

Race courses on the bay now are almost all short multiple windward/leeward (W/L) legs. This is amazing as the Performance Handicap Racing Formula ratings were developed using triangular courses, a fact which not everyone has bothered to learn or wants to hear. W/L's strongly favor light (class-type) boats over heavier boats, particularly in light winds. Triangular courses are more complicated to set in that there is a windward leg w/reciprocal, a leg off that w/reciprocal or to the start/finish. For some I guess the windward w/reciprocal is plenty to deal with and Heaven forbid more than that as it's just too much!!! Not with Jaime Ramon who set a great triangular course for the Snipe Regatta, nor for Ken Batser- BBYC who set another one for the last BBYRA race. Thanks guys.

The Annual Rendezvous went well enough but with low attendance. Those who didn't go missed out on a very good time, great food and drink, and some good sailing. The CGSC Staff did a great job of preparing and getting things to Elliott Key Park for us, but my special hero thru it all is young James Pulsford. James popped in, inquired what was going on there and could he help. Grills were fired, pots put on and James took to cooking first hand. On Saturday he grilled and served almost all of the hotdogs and hamburgers, then boiled and served shrimp until it was gone. Not many could refuse James' offer of whatever was being served. Good participation and

assistance adds greatly to the enjoyment of such a function, and James deserves all our thanks; he's a great guy to have around.

We have 180+ boats on the moorings, and the newer boats seem to be getting larger. Moorings inspections are now current, and the moorings/attachments in good repair except for some missing since the storms. A plan is afoot to locate and re-place as many as we can, especially the railroad wheels and large steel-concrete moorings. Middleground Marker (MG) N 25:42.375; W 80:13.661 has been re-set; the old one was lost. It is on the chart and 4' can pass midway between it and land at MLT. Bayside of MG gives bay depths.

Our good friend Robert Clarington has been ill for some time and has had to give up, at least for now, providing pennants/bridles for us. You can prepare your own or Crook and Crook will prepare them and the Dock Master will install them. Measurements for pennants/bridles are from the bow cleat over the side and to the mooring attachment at the water. A good idea is to observe other boat bridles and how they are working as the measurement for a new one is taken. Do not add length to the mooring attachment as that's done properly already. Boats 30 feet and under may use 5/8' line; larger boats use 3/4".

Hopefully, everybody has their hurricane plans. Please get informed any way possible. Dr. Phil and I will conduct a Hurricane Preparedness class Saturday June 14; anybody can attend. Make sure your boat works in it's entirety, that you have anchors and tackle ready, know where you're going, and have help (bribing is O.K.). We try to work as a group: all for one, one for all. See you at the Club.

Bill Beavers/Dr. Phil Kellet - Moorings

### CGSC LADIES NIGHT AT THE MOVIES

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

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

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



*Jean Anne Davis and Susan Walcutt*



# 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.

## C-Gull Cup



Karen Mitchell and her crew won the 38th annual C-Gull Cup, sailing her Sonar, Sailing for Life, to victory.

**Don't forget  
to make your  
reservations by  
June 11 for the  
Annual Installation  
of Officers.**

## **Racing Schedule April - May 2008**

• Saturday, June 7	• KBYC Annual Regatta (BBYRA PHRF #7)
• Sunday, June 8	• KBYC Annual Regatta (BBYRA OD #7)
• <u>Saturday, June 28</u>	• <u>BBYRA OD #8 – CGSC</u>
• Sunday, June 29	• BBYRA PHRF #8 - CRYC
• Tues-Sat, July 1-12	• Regatta Time In Abacos
• <u>Sat-Sun, July 26-27</u>	• <u>CGSC Commodore's Cup (Adult)</u>
	• <u>PHRF &amp; OD Club Championships</u>

• JOIN the  
• CGSC  
• RACE COMMITTEE

• -----  
• SERIOUS FUN!  
• -----

• Contact Ron Rostorfer  
• 954-401-5335  
• [ronsailon@comcast.net](mailto:ronsailon@comcast.net)

# From the Manager . . .

Not to be the bearer of bad news, but HURRICANE SEASON is around the corner and it's time to make boat evacuation plans now if called for. Here is how this works.

When you start to here rumors of "the big one's coming" monitor the Weather Channel or your favorite weather website. [www.NOAA.com](http://www.NOAA.com) is very good. Also monitor the CGSC website at [www.cgsc.org](http://www.cgsc.org) and our pre-recorded alert messages through the club's phone system (305-444-4571 EXT 20). There is an ad-hoc committee put in place yearly by the Commodore that will have the final word if evacuation is required.

Don't play the odds and wait until the last minute. Under Florida law we cannot order you to evacuate your vessel once our area has fallen under a Watch or Warning. Of course it's common to fall under either level then have the storm turn and move. If you did not move your boat and the storm does go elsewhere you win. But, here's the BIG HOWEVER. If the storm progresses on course toward us and you do not move your boat from the mooring field, strip or rack, you lose. Chances are you'll be out of time and whatever remains of your vessel will be prohibited from returning to CGSC for one year. It's a gamble, but the odds are poor.

We realize you may be out of town during parts of Hurricane season. But just like canceling your mail, stopping the milk man, prepaying your yard service, the responsibility to comply with club policies during such events falls 100% on you and no one else.

You may engage a reliable surrogate to move your boat (NOT A CLUB EMPLOYEE) or perhaps secure your vessel elsewhere during the season if you travel allot.

It's also STRONGLY recommended you ensure and

maintain your vessel in sailing readiness to be moved. A foot of barnacles, rusted prop, inoperable motor, etc. will not be considered justification to leave your boat. Dropping multiple anchors in the mooring field or tying up to the Mangroves on the Spoil Island East of the field is also prohibited.



CGSC will offer all assistance we can, next to moving your boat.

- We recommend you take the free course offered June 14 by Phil Kellet and Bill Beavers to lend instruction on where to move your boat, when and how to properly tie it down.
- Launch service will be provided between CGSC and selected safe harbors at announced times for a minimal fee per vessel until which time as the GM declares it unsafe for operational staff to be on the water.
- Securing the club property including club owned boats is a timely and laborious undertaking and therefore limits staff to assist you. Therefore, we ask that whenever you can - assist your fellow members in their endeavors to move and secure their boats. If you're not a boat owner, assist the staff and your club

We all hope "the big one" never comes, but pre-planning, preparation, starting early and assisting your fellow sailors will make whatever happens, just a minor footnote in the Hurricane Record book and not a major disaster for the CGSC and its members.

We'll talk more next month, Hugh

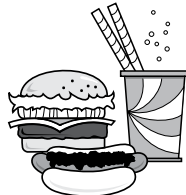
## WEEKLY HOURS OF OPERATION

Launch & Dock Office - 24/7/365  
Club Office - M-F, 9 to 5

### Grove's Nest Bar & Restaurant

Mon - Closed  
Tue - 4 -10 (Social Night, Kitchen Closed)  
Wed - 12-2 / 4-10 (Kitchen 5 - 8 pm)  
Thur thru Sun - 11 am - 10 pm. (Kitchen open 11-8,  
Thur & Sun and 11-9 Fri & Sat.)

\* The GM is generally on property weekends and will try to assist you.



## CGSC ANNUAL GENERAL MEETING

Friday June 6th at 7:30 PM

- "State of the Union" overview of the club
- Officers and new Board members election
- By-Law changes or additions will be voted upon
- The '08/'09 club budget will be formally placed for acceptance.

All Members are invited and encouraged to attend



## MOORING FIELD REGULATIONS, PLUS . . .

In order to maintain a moored boat, you are required to provide CGSC the following:

- A signed, up to date Moorings Agreement.
- Vessel registration or USCG certification.
- MOST IMPORTANTLY, \$300k boat liability Insurance with CGSC listed as an additional insured, CGSC is notified of any lapse or cancellation of your policy. Should we receive such notification, you are expected to update your policy with your current provider or secure a policy of equivalent value through another insurer of your choosing, but again CGSC must be listed as an additional insured. If CGSC receives such notification and the issue is not immediately corrected you may be asked to surrender your mooring and vacate the mooring field.

### PLUS

It's both budget time and the beginning of Hurricane Season Either of these is enough to make one cringe. To CGSC we understand that the mooring field produces the greatest amount of income to the club and therefore at this time each year we manually review the LOA (length Over All) of all moored boats to best project future revenue, as well as review boat owner files for proper moorings compliance and documentation. The importance of proper documentation and insurance is discussed above. On the LOA issue, your mooring rate is based on the actual length (stem to stern) of

your vessel including any additional appendages, i.e.: dingy davits, outboards, etc. Your boat handbook may classify your vessel as a Tartan 33, but if add-on's have made the overall length 34.3' (LOA) you will be billed a rounded up amount of 35'. That extra length can affect the swing parameter allotted for the mooring space you occupy. Further, dinghies are to be stored ON your vessel and not floating astern, the additional length of your dinghy in the water could be added to your boats LOA.

All Members are invited and encouraged to attend the Annual General Meeting, this year to be held Friday June 6th at 7:30 PM. At that time a "State of the Union" overview of the club will be presented. Officers and new Board members shall be elected. The introduction of any by-Law changes or additions will be voted upon and the '08/'09 club budget will be formally placed for acceptance.

In order to have voting status at the meeting you must be a Regular or Life member in 100% good standing with no account balance due. Upon entry, your voting ability will be verified and you'll be given both a red and green card to signify your yes or no vote on questions raised at the meeting. The regular monthly general meeting will take place at the conclusion of the Annual Session.



### Do you feel lucky?

Thought of the day: "Luck is where opportunity and preparation come together". Unknown source



The opportunity is here. The wind is up. Interest rates are down. You have been preparing for years...

Why not plan your summer vacation on a new sailboat in the Keys or the Bahamas? Let a new sailboat be the source of your extra curricular fun for a few years!

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### Yachts In-Stock

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2008 Beneteau 40	2008 Catalina 387 <b>SOLD</b>
2008 Beneteau 43	2007 Catalina 470
2008 Beneteau 46	

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# CLASSIFIEDS

## Month 1

**Catalina 30**-- 1979, Wheel steering, Yanmar Diesel 3GM30 194 hours. Roller furling, Sails in excellent condition. Engine sails and bimini all upgraded 2000. Stern ladder, alcohol stove, sleeps six. Can be seen at the CGSC. \$19,600. Karl Petersen 954-971-1795

**Genuine Danforth Anchor for Sale** -- be prepared for Hurricane Season, 35H anchor with 31" stock length, height 40 3/4" -- said to have holding power of 3800 pounds. In good condition, \$135 cash. Call 305-310-1265

**BMW motorcycle.** NICE! 1995 K75 750c.c., only 29,000 miles. Excellent condition with all maintenance records done by authorized dealers. Ready to go. Color graphite. Comes with original windshield and luggage bags. Price \$3,500. Call 305-588-0084 if you need additional information or pictures.

**Excellent 17' Lincoln CANOE** with detachable stabilizer pontoons. Fiber glass, color white, detachable motor mount. \$500. Optional 2 HP Seahorse engine in excellent condition. \$200. Engine not sold separate. Call 305-588-0084 for information or pictures.

**1978 Hunter 30' sailboat** "Surya Bai" in the mooring field (K4). Yanmar 27 hp diesel engine, roller furling jib, refrigeration, autopilot, hurricane anchors, bimini. \$7000 or BO. Call David Kuhn at 305-469-7934.

## Month 2

**FOR SALE: 27'** (1982) New 2006 Honda 9.9 with electric start, 2 new batteries, Rigging was replaced in 2004, New Harkin Furling System, Main Sail and 150% Genoa new, Sail Cover and Bimini Cover new in 2004, autopilot for sailboats, GPS, Anchors, Radio, ready to sail. \$8,000 or BO. Call Ben 305-215-0204 **1996**

**2005 Laser Radial** 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

**CENTURY 21'6" ARABIAN BOWRIDER.** \* MerCruiser 5.7L 350 Magnum I/O. \* VERY LOW HOURS \* Only Mobil 1 used in engine \* Stainless Prop \* TWO SUNBRELLA Bimini Tops (Full & Bimini) \* Custom made SUNBRELLA Full Boat Cover & Out-drive Cover. \* Continental TANDUM Trailer with SuperLube System. \* Good tires. \* Excellent "LIKE NEW" Condition. ASKING \$9,500 Call Skip Meyers at 305-342-1937.

**FS 5047 - Flying Scot** Built 1995/6 maintained in racing condition. Yellow hull and deck. Two full sets of North sails, original set plus tight rig set in racing condition bought October 2003. Load Rite trailer with 2-year old tires. Inside storage October through April. \$10,500. Contact: Peter Salmon-Cox, 410-987-0281; june9peter@aol.com

**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](mailto:cebranning@bellsouth.net). A classified ad can be pulled at any time by calling the Editor at (305) 661-2322 or sending an email to the above address.

**Commercial Advertising** is available for business use by calling the Club Office at (305) 444-4571 to receive a copy of the rates and a contract.

## Social Membership

is available to City of Miami Residents and City of Miami Employees. This membership is valid July 1 through June 30, and is renewable on an annual basis. Please inquire at the club for details or call the office at 305-444-4571



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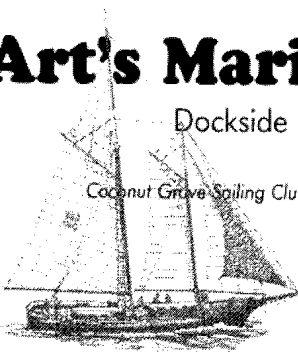
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### **From a Parent's Perspective**

I would like to share a thought which is very close to my heart, but before I continue, its essential you know we have never sailed; correction, we sailed only once in a 45 foot sailing boat whom the helm was completely under the control of a 30 year sailing veteran.

A brief history, In 2006, both my husband and I thought we should enroll our son in the Coconut Grove Sailing Camp, Our reasoning, Florida, more specifically Key Biscayne is the Utopia of sailing and we both thought it would be an experience our son would endure.

That summer, our son had a blast; he asked if he can return to camp the following year and he did, the difference this time, he was enrolled in sailing camp for the entire summer which led him to become part of the Coconut Grove Green fleet. We attended our first Regatta back in September 30, 2007, the Coconut Grove sailing Regatta. For those parents who attended, maybe you can sympathize with me on how rough the water was that day. I was slightly nervous, contemplating all the dangers that can occur in the water. The weather conditions, quite windy and very choppy waters, (for the sailing gurus sorry to disappoint you, I cannot translate the weather conditions in sailor's language; I am only amateur still). Nevertheless, I glanced

at my son and smiled at him, I did not want him to see I was nervous and worried. He took off in his opti and sailed smoothly thru the rough waters that day. I will report he did have some mishaps, my husband caught it all on video and photograph, but in the end, he succeeded and we were very proud of him.

After attending a couple of Regattas, we thought it was time for us to take on the challenge and enroll in the Adult-Learn-to-Sail class. Our first class was on Saturday April 12<sup>th</sup> 2008. Honestly, it was a CHALLENGE! Sailing takes skills; it looks easy but it's a multi-tasking adventure.

So, finally the point where I share my thought; after taking on the challenge of sailing my husband and I have learned that sailing is an ART. We have learned to appreciate it now more than ever, it is not only a recreational activity. Sailing is about courage, strength and character and with it comes success. We congratulate all the little sailors out there for their courage and hard efforts they take on each and every time they are out in the water. Winning is not about being first, it is about taking on bigger challenges and this is exactly what our little sailors take on whenever they are out sailing.

Fair winds to all!! \_/)

Yvelisse & Angel Lapadula