

the

COCONUT GROVE SAILING CLUB
serving the community since 1945

channel



March 2009

CGSC HOSTS AND RUNS GREAT ROLEX MIAMI OLYMPIC CLASSES REGATTA

This year's Miami Olympic Classes Regatta was Monday through Friday, January 26-30, with most classes having a final, "Medal Race" on Saturday the 31st. A total of 444 sailors from 41 countries competed on six separate race circles spread across Biscayne Bay. Many Olympic, world and national champions were spread through the fleet.

Coconut Grove Sailing Club's responsibilities were to host the Men's and Women's RS:X sailboards on shore, and to run the regatta for them on the water. In addition, for the first time, CGSC's Race Committee ran the Men's 49er Class regatta, as well. All this took place on our assigned racing area, Alpha Circle, which was located NE of the Quick Flash buoy on the north side of Dinner Key

Channel. The 49ers shore base was the Miami Rowing Club.

All in all, there were 23 Women's boards from more than a dozen countries, 34 Men's boards from ten countries, and 22 of the two-man 49ers representing eight countries. This made for long days on the water for our Race Committee – around seven hours each day.



The 57 Board sailors and their boards, sails, etc. were well organized on shore at the Club. That was thanks to General Manager Hugh Stallings and his staff, especially Duane and his

Dock Office staff along with Sailing Director Nick Mansbach, and the sailors, themselves.

The Boards were to sail a trapezoid course,

continued on pg 8



2008 - 2009
Flag Officers

Commodore..... Charlie Rahn
Vice CommodoreDr. Nicolaus Martens
Rear CommodoreAlyn Pruett
SecretaryStefan Krumbiegel
TreasurerAntonio Bejarano
Fleet CaptainAlyn Pruett
Fleet Chaplain Bishop C. Schofield
Fleet SurgeonDr. Nicolaus Martens

Board of Directors

Jim Bigham (10) Richard Crisler (09)
Owen Brown (11) David Holland (11)
Marc Buller, PC (09) Philip Messier (11)
Francisco Calvet (10) Jaime Ramon (09)
Ray Schnell (10)

Committee Chairpersons

Adult SailingRichard Crisler
BBYRA Rep..... David Kurtz
By-Laws..... David Goldberg
C-Gulls..... Anita Hansen, Krisan Lamberti
Chamber of Commerce.....Alyn Pruett
Channel EditorCherie Branning
Cruising&Rendezvous..... Janice Pruett
Entertainment..... Doug Hanks
Executive..... Charlie Rahn
Finance.....Antonio Bejarano
Flying Scot Racing..... Larry Whipple
Future Development.....Marc Buller
House Nick Martens
IT Committee Jack David
Laser Racing Peter Branning
Marine Council Rick Rahm
Marine Science Acad.Alyn Pruett
Membership Dan Maher
Moorings.....Bill Beavers
Opti RacingAntonio Bejarano
Orange Bowl Regatta..... Art Auwaerter
Pier 7 Rep.....Bill Braddon, Rob Quinlivan
Property..... Nick Martens
Protocol..... Davit Kurtz
Public RelationsAlyn Pruett
Race..... Ron Rostorfer
Safety & Security..... Marc Buller
Snipe RacingGonzalo Diaz, Sr.
Strip..... Bud Price
UM Sailing Coordinator Charles Rahn
Webmaster..... Hugh Stallings
Sailing Director..... Nick Mansbach
Club Manager..... Hugh Stallings

Submit all articles and photos by the 10th of each month to cebranning@bellsouth.net.

Cover Photo of a 49'er at the Miami Olympic Class Regatta taken by Charles Branning.

COMMODORE'S REPORT



At our January Board of Directors meeting one of the major topics of discussion was that the city was getting close to developing the outer mooring field and they are advertising and have a sign up list for those interested in mooring a sail or power boat up to 40 feet in length. The information can be found at the following website: http://www.miamigov.com/marinas/pages/marinas/dinnerkey_moorings.asp

One of the topics of the discussion was that the city's brochure and web page show a photo of the "inner" mooring field. Being leery of ever expanding government, the board decided that since the State has indicated to our attorneys that as a club requiring "membership" they will grant us a waiver to use the submerged bottom lands for a 6% fee, it is time to take them up on the offer.

The next day I contacted our attorney Amanda Quirke at Tew Cardenas and asked her to let the state government know that we would like to move forward and accept the offer to lease the submerged land. At the same time we requested Santiago Echemendia arrange a meeting with city manager Pete Hernandez so that we could ask what the intentions of the city are in regard to the mooring field, and to explain what a large percentage of our annual budget is represented by the revenue from the moorings.

After having two meetings scheduled and then postponed a few hours before the scheduled time, I was finally able to meet with Mr. Hernandez on Thursday February 5th. Since Vice Commodore Martens had already cancelled patient appointments twice in the week, he was unable to join Santiago, Amanda and I at the meeting.

An interesting thing happened prior to the meeting. Santiago & Amada had a meeting scheduled with Mr. Hernandez on a different issue, a half hour prior to the CGSC meeting. I was present a half hour early for the meeting, and after about 15 minutes the fifth person that was to attend the meeting came to the waiting room. This was Ms. Madeline Valdez, who is currently the acting director of asset management, a department in charge of lease management and property management. We had been dealing with Lori Bilberry for more than a year, but she is no longer with the city.

Ms. Valdez explained that the state is hounding the city with the submerged land issues and the CGSC is one of the big problems. She was kind enough to explain to me that her department projects over \$700k per year revenue from the soon to be installed 225 moorings in the outer mooring field. After 2 or 3 years she expects to take over the inner mooring field and projects revenues of over \$300k per year from the 110 boats that the state will allow them to moor there.

I spent some time explaining to Ms. Valdez the strides that CGSC has made in the last 5 years showing the city government what advantages we bring to the community. She indicated that she has never been on the water to see the outer mooring field, so I explained that many of the boats currently out there are derelict vessels that will not be ready to pay the city for a mooring, combined with the fact that the current economic climate has boat companies shutting down on a weekly basis. I indicated that it might not be that easy for the city to fill the 225 moorings.

Finally we were brought into the manager's office, and our very astute attorney Mr. Echemendia explained that the state is receptive to giving CGSC a waiver to lease the submerged bottom land. Mr. Hernandez said if the waiver is granted then CGSC should be able to enter into a management agreement with the city that will allow us to operate the mooring field into the future.

The issue of how many boats are allowed in our mooring field will become a navigation issue with the Army Corp of Engineers, since there are currently no state laws governing the layout of mooring fields.

I hope you are not too confused by all of this, but what I believe it boils down to two things: First - we are being

very well represented by Tew Cardinas and that with their guidance; we will get through the government bureaucracy and preserve Coconut Grove Sailing Club. Second – As government personnel change we must continue to show them the great programs that CGSC offers to the community, and the basic need to have an affordable place for the sailors of Miami to access Biscayne Bay.

Due to a work commitment, I will be involved in a cruise ship refurbishment project that will have me out of the country from March 12th until the middle of May. I have informed the board of this commitment a couple of months ago and have offered to resign as commodore. The board felt I should not resign. I have all the confidence in the world that Vice Commodore Nick Martens and Rear Commodore Alyn Pruet will keep things running smoothly. Except for a 10 day transatlantic crossing, I should be able to be in constant email and phone contact, so I will be able to stay abreast and involved in the club operations. If I had known of this project three years ago, I would not have accepted the rear commodore position, and apologize to all the members of the club for my pending absence. Please remember the club officers and board members are volunteers and we all try to do the best we can.

Charles A. Rahu, Commodore

VICE COMMODORE'S REPORT

As we are now in peak sailing season I trust everyone is enjoying the bay and their boats with friends and family. The staff continues to do a good job in keeping everything shipshape. Projects currently are the hoist and the main dock among others. Work weekend was a great success thanks again to all to those who participated.

Now is the time to have work done on your boats that will get everyone ready for yet another fun time watching the hurricanes marching across the Atlantic or forming in the Caribbean or the Bahamas. This is the best time of the year to get those small projects started so your boat will be ready for the upcoming hurricane season. Duane and the staff are well on his way to complete the review of the mooring fields once again. Ricky continues to do a fine job in the kitchen and he led his staff to a

score of 100% good in the last city inspection. Good work Ricky!

Bring family and friends to enjoy the club! Biscayne Bay is certainly the best bargain in town for entertainment and fun during these challenging economic times, so use your boats the wind is free!

I will see you at our oasis on the bay. The Coconut Grove Sailing Club.

Nick Martens, Vice Commodore



REAR COMMODORE'S REPORT

January was a busy and productive month for our youth sailing programs. Our opti racers attended the Boomerang Regatta hosted by the Lauderdale Yacht Club. Of course the "boomerang" is named for the shape of its course which is a difficult round-about pattern along and adjacent to the intracoastal waterway – challenging in good wind and weather. Unfortunately our sailors had to contend with little wind the first day, then more current than wind the second day. In spite of the lack of wind I had a great time watching the racing and spending time with our "opti parents" on the first day of the event – Saturday January 24th. The Lauderdale Yacht Club is truly a great venue for this event – with a huge swimming pool, restaurant, outdoor grille, and plenty of seawall from which to watch the regatta - which took place just a few yards off shore.

That event was also productive in that it got our leadership team – including sailing director Nick Mansbach, coaches Baird Lobree and Mike McHugh, youth racing co-chairs Gail Pulsford and Antonio Bejarano and me, motivated to add several important elements to our youth sailing program. As you know from my previous articles our youth programs have grown substantially this year and, as a result, we recognized the need to improve our preparation and organization to accommodate the larger groups we now have involved.

In response to that fact, we created a new "Code of Conduct" for all our youth sailors. This document, based on research of similar codes from other clubs, outlines appropriate conduct for our participants – on the water, and ashore, and in regard to their personal behavior at all times. As the introduction to the code states:

"Sailing embodies many important life lessons, including the life-long value of physical fitness, the importance of knowledge and intellectual curiosity, and the need for respect in our relationship with others. The {following} Code of Conduct is intended to advance all of these qualities in our sailors and their families"

The new code of conduct also includes a signature page, where each sailor and their parents will sign, signifying their understanding and agreement to abide by the code. The code of conduct along with a companion "Parent information" sheet and "Equipment and Clothing List" will better ensure that our participants are well prepared for our program when they join. The Code of Conduct and information sheets will be presented to the parents and sailors at the outset of each of our future Learn – to – sail and opti racing sessions. Look for the Code and information for sailors and parents to appear on our website in March.



In regard to adult sailing, I happened to run into Richard Crisler the weekend of February 7/8 and a group in his adult learn-to-sail program. As always they were a group eager to learn the basics of sailing. However, this was an especially "hearty" group braving the chilly and cloudy conditions. I was told that, led by Richard who jumped in to demonstrate, they did in fact complete the capsizing drill in the chilly water. This is a testament to the dedication of their instructor – Richard, and to their own individual commitment to the CGSC program. Hats off to these, our aspiring and dedicated sailors!

Also, it is time to put the CGSC Annual Rendezvous on your calendars! My rendezvous committee, comprised of Joann Pszenny, Captain Bill Braddon, Javier Prado, Doug Hanks, Chiara Manton, Janice Pruett, and Adrienne Peters have selected the **weekend of May 1-3 for our annual rendezvous.** The rendezvous will be held at Elliott Key, starting the evening of Friday May 1. We selected this weekend to avoid conflicts with racing (the Miami- Key Largo Race is two weeks before) and to encourage the families involved in our youth sailing programs to join in the fun. Look for more information next month. There will be plenty of fun for all manner of pirates, wenches and mateys! ARRGH

See you at the Club and around the Bay

Alyn Pruett, Rear Commodore

**SAVE THE DATE FOR THE CGSC
SPRING PIG ROAST!**
Saturday, March 21st
5 to 9
Live Music
Great Food
Games for the Kids
Watch this space next month
for details!

JOIN the
CGSC
RACE COMMITTEE

SERIOUS FUN!

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

ADULT SAILING REPORT

In past years, the winter months with the holidays, regattas and cool weather saw very limited activity in the adult training activities. Not so recently, as we have altered our normal scheduled classes to accommodate other activities, and other than those reluctant to train in the cooler waters, our activities have continued through the aforementioned period. Group class sizes are down slightly during this period, but private classes have been on the rise, especially for the keelboat training.

In this last month we have had all the adult activities except for the monthly Small Boat Clinic which was cancelled due to a facilities issue. Weather has been a factor with some of our weekly clinics, but our loyal participants understand and just keep coming back the next week.

In addition to our regular classes, we hosted an all-day Basic Sailing Clinic for UM hopeful sailors. We really enjoyed working with these young novice sailors, and we were assisted by UM student and club member, Nick Voss. Nick was especially

good with the coaching assistance, and we very much enjoyed working with him.

Special thanks to member Bruce Penrod who has come forward lately to assist with our Sunfish training classes. Bruce is pursuing his interest in becoming a certified US Sailing instructor, and we encourage his efforts and appreciate his volunteering to help with our current classes.

Enhance your CGSC membership experience by volunteering for our numerous committees. If you enjoy passing your sailing knowledge on to others and enjoy meeting enthusiastic new sailors, consider volunteering a small amount of your time to our Adult Sailing Committee. Smiles Guaranteed! Contact Richard Crisler at 305-342-4775 or crisler@mindspring.com.

Fair Winds and Safe Sailing,

Richard Crisler, Adult Sailing Chairman

Ready to Launch



Reefed and checking before departure.



Excitement and fun - first keelboat sail



Main reefed and single handing practice.



Sunfish students ready for their first group sail.



Thursday afternoon clinic.



First Sail...

2009 "TROFEO PERPETUO COMODORO MANUEL RASCO" Regatta, Coconut Grove Sailing Club, Miami, Florida.

Snipe sailors from Massachusetts, Michigan, Maryland, New Jersey, Jacksonville, Ft Lauderdale, and Miami gathered at the CGSC on Saturday, February 7 and Sunday, February 8, 2009, for the 40th annual Rasco Regatta. This regatta honors Manuel Rasco; late Commodore of the Miramar Yacht Club, Habana, Cuba, whose effort and dedication to SNIPES will never be forgotten.

On Saturday, the winds were from the NORTHEAST averaging 17 (15-20). Three races were sailed on Saturday, with Eric Reinke and Bridget Creny winning the first, a windward/leeward course. For the next two races, triangles were run. Peter Commette and Meagan Place established tone for the remainder of the regatta with two bullets, showing amazing speed and seamanship.

Carmen and Old Man Diaz again hosted the lasagna dinner, which was attended by almost everybody. The group enjoyed movies from the Old Man's collection showing 1958 Cuban National Championships and short clip of Comodoro Manuel Rasco standing on his boat Shangri-La. Peter Commette has seen this movie many, many times and Pete still asks for it. There was a short discussion about Dr. Clemente Inclan, "El Maestro", who the Old Man calls "The most gentleman of all sailors I ever met!" He was well known by members of the CGSC. His memory is still with us. Marvin Schenker (our timer on RC for many years and many regattas) used to race against "El Maestro" in PHRF and remembers what a gentleman "El Maestro" was!

Sunday was beautiful with winds from the Northeast at 15 to 20 mph, averaging 17 mph. Two races were run on Sunday. The first one was windward leeward and the second one was a triangle. Pete and Meagan continued the winning ways. Everyone finished tired and happy. Greg Saldana of Michigan (formerly of Massachusetts and Florida) exclaimed: "I am refreshed by the sun and wind!"

All races finished downwind. Everybody was very happy with this. Finishing downwind reduces the waiting time. Subsequent races were started fast. Race committee had plenty of time to reset the course. In one occasion, the race started within

10 to 15 minutes of finishing the previous race. Excellent! Race Committee did an excellent job!

After the trophy presentation, we proceeded with our ritual for this Regatta: LA BOMBA VA! (The BOMB goes; the mix of champagne, wine and soda). Everybody singing LA BOMBA VA! while the winners drank. The audience really enjoyed it and made Peter Commette drink heavily from LA BOMBA. We gave a little zip to Megan (Peter's crew) since she did not comply with the required age. We believe Peter survived LA BOMBA, as well as the second and third place skippers and crews

Our thanks to the participants and to CGSC and to Carmen Diaz for the lasagna and to PRO Susan Walcutt and the excellent CGSC Race Committee including: Barry Simmons, Betty Vandenbosch, Bill Braddon, Dennis Jansma, Jaime Ramon, James Blount, JoAn Mathieu, Jon Jansma, Karen Ryan-Young, Kay Voss, Larry Whipple, Liz Balbin, Marvin Schenker, Vicky Rosenbloom, and Will Pulsfords. Tondelayo and Sweet Lime were the signal boats. SEE YOU NEXT YEAR!!!

Right, Winners Peter Commette and Megan Place with the Comodoro Rasco Perpetual Trophy



Below, Past Commodore Marc Buller presenting trophies to third Place Eric Reinke and Bridget Creny



PC Marc Buhler presents the first place for Aicardi (Silver) Fleet to Andy Cline and Machelle Morphew.



The winner Peter Commette drinks LA BOMBA



Past Commodore of CGSC Marc Buller presenting trophies to second place Hal Gilreath and Clayton Dixon



Right, the "Old Man" with Clayton Dixon as he prepares for the LA BOMBA



Competitors and Race Committee group photo. Note: Competitors with boats at the CRYC and the Sailing Center are missing in the group photo

XL ANNUAL "TROFEO PERPETUO COMODORO MANUEL RASCO" Feb 8 and 9, 2009 SERIES SUMMARY

Pos	Sail	Skipper/Crew	City	1	2	3	4	5	Total Points	Pos
1	30741	Commette, Peter/ Place, Meagan	Lauderdale	3	0.75	3/CNF	0.75	0.75	8.25	1
2	30571	Gilreath, Hal/Dixon, Clayton	Jacksonville	2	2	5/CNF	4	2	15.00	2
3	30391	Reinke, Eric/Creney, Bridget	Annapolis, MD	0.75	7	5	5	4	21.75	3
4	30362	Palacios, Carolina/ Padron, Rogelio	Miami	5	5/CNF	8	2	3	23.00	4
5	30743	Saldana, Greg/ Schoenberg, Bill	Ann Arbor, MI	6	8	4	6	7/CNF	31.00	5
6	30378	Rios, Raul/Spina, Leandro	Puerto Rico	9	5	6	7	6	33.00	6
7	30404	Griffith, Lee/Varn, Merrill	Surf City NJ	13	8/CNF	7	3	7	38.00	7
8	28814	Voss, Nick/Hill, Jason	Miami	4	4	2	17/DNS	17/DNS	44.00	8
9	30658	Baker, Robin/Plitt, Janet	Miami	7	10	11	8	9	45.00	9
10	30089	Klein, Andy/ Morphew, Michelle	Winchester, MA	11	12	10	12	8	53.00	10
11	3036	Diaz, Gonzalo/ Caputi, Diego	Miami	10	11	12	9	12	54.00	11
12	24995	Jarauta, Rafael/ Washburn, Katrina	Miami	15	13	11/CNF	10	11	60.00	12
13	29602	Broeker, Doug/ Broeker, Melanie	Miami	12	14/DNF	14/DNF	11	10	61.00	13
14	30236	Voss, Ken/Voss, Kay	Miami	8	9	14/DNF	17/DNS	17/DNS	65.00	14
15	28812	Reich, Bryan/Melin, Gina	Miami	14	14/DNF	15/CNF	17/DNS	17/DNS	77.00	15
16	30361	Rodriguez, Padro/ Rodriguez, Angel	Miami	16/DNF	14/DNF	14/DNF	17/DNS	17/DNS	78.00	16

Notes

(1) Scoring System is Snipe Low Point 2001-2004
Information is provisional and subject to modification
Principal Race Officer: Susan Walcutt

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necessitating three RC support boats. However, only one of our Club Makos was available, so we were two boats short. Fortunately, our friends at Biscayne Bay YC answered our call with two boats and very experienced owners and operators. Thanks again to BBYC!



John Craig from San Francisco was our Principal Race Officer. This was John's third time in this role for us, and it's always a pleasure. Overall, there were 25 different people on our Race Committee throughout the week! Things went very well on the water for the competitors and our Race Committee, with USSailing expressing their thanks afterwards.

Sailing conditions for the first two days were excellent, and all scheduled races were conducted. Both classes are very exciting to watch. Wednesday's breeze was quite light. We got in one Men's board race, and a shortened course race for the Women. The 49ers require less wind, and two races were completed for them later in the day. Thursday's breeze was southerly, but still on the light side. Three 49er races and two board races were sailed.



Friday dawned foggy, which burned off to sunshine and a westerly breeze. Three races were sailed for the 49ers completing their regatta with 14 of 15 races sailed. But frontal activity was fast approaching. The RC was monitoring this, and knew there would be a squall and higher winds, but no thunder or lightning was expected.



One board race had to be abandoned due to the wind shifting dramatically to the NW in squall conditions.



Things steadied out with NW winds at 25 knots. The board sailors reveled in the conditions! The following Men's start looked a bit like a demolition derby with port and starboard tackers coming together on the start line. The boards had an excellent final race, and ended up with nine races sailed.

For both the boards classes and the 49ers, European sailors dominated the regatta. Final standings appear nearby in this issue.

Special thanks go to our CGSC Signal Boat owners for the regatta. Charley & Cherie Branning's Upside handled the first four days, while Bill Braddon's Tondelayo finished things up on Friday. Also, special thanks to our support boat owners and operators for the regatta: Rick Bertold, Bruce Harper and Don Poole from BBYC, former CGSC members Bill and Donna Moriarty and our own Art Auwaerter. Support boat crews included Past Commodore Larry Whipple, National Race Officer Bruce Green from San Diego YC, Dennis Jansma, Darren Stortz, Gina Melin, Glenn Kremer and Dottie Rostorfer.

Our Signal Boat crew included PRO John Craig, Race Chair Ron Rostorfer, Marvin Schenker, Vicki Rosenbloom, Bernie Meier, Jo Ann Mathieu, Karen Young, Barbara Andress, Ken Bloemker and Kit Temple.

Ron Rostorfer



From the Manager . . .

For over 35 years, I have had the pleasure of working as a manager in the Hospitality Industry. This has included fine hotels such as Fairmont and Doubletree, personally owned nightclubs, worked for fast food establishments and managed multiple airport concessions. For the last 8 years I've managed member owned private clubs.

Over all these years, I've noted that private clubs are founded and strive for a certain goal which exceeds the bottom-line - the true pursuit of golf, the true pursuit of tennis or in the case of the CGSC, the true encouragement and pursuit of sailing - which we do very well.

Over many years, a lot of private clubs forget what their original goal was and simply become a social group with cheaper bar and food prices. I've been there and witnessed this first hand.

This is not always a bad transition, but I find it to be a shame. Being a history buff, I find private clubs to be one of the last active links to the past. The Golf Club, Country Club or in our case Sailing Club is a place where many current members recall their time as a youth member and want to teach the original goals of the club to their children.

Unfortunately, we all know times have changed. Clubs that were once a small house on a shore where the ladies prepared weekly pot luck dinners over one stove in a small galley have given way to larger venues requiring paid staff, insurance, legal compliance - in short greater cost. Neither the membership nor the hierarchy of any club ever wants to breach this subject. Therefore, whenever possible, the club looks for outside revenue sources.

In most cases (like a lodge hall) this is accomplished through rental space for private events. However, if a club gains recognition - regionally, nationally and internationally by living up to it's goals and commitment like the CGSC has done, we are favored by many outside sailing concerns who request the use of our facilities for their events. This includes everything from the mooring field, to the lounge and the race committee. For the use of our facilities, they do provide payment. That payment helps subsidize the club and all its members and club programs, keeping yearly cost as low as possible to you.

I also realize that members should have certain privileges, i.e.: parking, free access to the piers, etc and we strive to maintain this. But in short, we hope you will understand and embrace visiting sailors, welcome them and possibly forego your parking privileges for a few days each year, stepping aside to be gracious host.

I'm sincerely sorry that some members may have been faced with a \$3.00 parking charge on the circle during the Orange Bowl or recent OCR regatta, but know that those two regattas alone brought the club over \$8,000.00 in usage fees for 9 days. The concession company that takes over about 75% of the lot during the annual Coconut Grove Arts Festival also pays a premium (even though we run reduced hours and

members cannot even get into the lot). For their space, both the Don Q and Comodoro Rasco regattas pay a usage fee.

I respect membership and always try to put that first, but also feel that events such as these benefit all the members and assist with the betterment of the club.

We'll talk more next month . . .

Hugh

REGULATIONS OF PIERS AND BOAT STORAGE FACILITIES

The following have been long standing rules that have become abused. The dock staff has been instructed to enforce them.

- 1) During busy times, the docks will be used for loading, unloading and/or pump out only. Tie up time will be limited to 30 minutes.
- 2) Boats may not be left tied to the dock overnight without prior approval. Approval will be granted if extenuating circumstances exist, however, permission must first be obtained from the Moorings Chairperson or Vice Commodore. If permission is not obtained, offenders will be charged \$20.00 per night.
- 3) Owners using their boats for charter may not use CGSC facilities for any business purpose including loading or unloading provisions for the charter or its passengers or individuals chartering the vessel.
- 4) Members who use their own dinghies must keep them in the dinghy racks. The south side of the pram dock is for temporary use only by members and guest. Members may only leave a dinghy at the dock while the owner is on CGSC property. Bonafide tradesmen who have provided proof of insurance and are serving the CGSC members will be accomodated at the dock.
- 5) Tradesmen or vendors shall not work on any members' boats at the docks during Saturday, Sunday, a holiday or Special Events.
- 6) Boats shall not be left (illegally stored) on the rack or on the strip without prior consent from the General Manager. Failure to make formal arrangements for storage will result in a \$25. a day charge and may result in the removal of your vessel after 3 days.



Miami City Commissioners Visit CGSC

Our Club was honored recently by a visit from two highly respected City Commissioners; Joe Sanchez and Thomas Regalado. Both have expressed strong support for the sailing activities of our club and its importance to South Florida and the City of Miami.



Racing Schedule – March - April, 2009

Thurs. – Sun., March 5-8

Sun. – Fri., March 8-13

Fri. – Sun., March 13-15

Saturday, March 21

Saturday, March 28

Sunday, March 29

Thursday, April 9

Fri. – Sat., April 10-11

Saturday, April 18

Sat. – Sun., April 18-19

Saturday, April 25

Sunday, April 26

Saturday, May 2

Miami Grand Prix Race Week, Miami Beach

Star Bacardi Cup – Coral Reef YC

Don O Snipe Regatta – CGSC

Coral Cup Women’s Regatta - CGSC

BBYRA PHRF #4, Key Biscayne YC

BBYRA OD #5, Biscayne Bay YC

Rotary Spring Break Regatta -CGSC

SE Dinghy Championships - KBYC

Miami – Key Largo Race – Miami YC

Opti State Championships – CRYC

BBYRA PHRF #5 – BBYC Sunburn

BBYRA OD #5 – BBYC Sunburn

C-Gull Cup - CGSC

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.

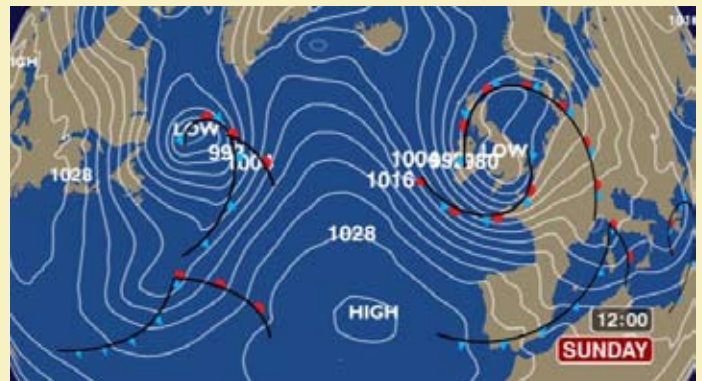
The incidence of boating deaths is much lower in the UK than in Florida which reflects both the number of boats in Florida and the carelessness with which they are used. In 2006, in the UK there were 28 deaths involving pleasure craft and only 5 involved cruising sailboats. Two of the incidents illustrate 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

30 Years Ago

As USA OPTI Worlds Team Coach and Team Leader, in 1979, I talked Pan American Airways into providing for us roundtrip 1st Class Airfare, Miami to Bangkok, & accommodations for the USA 5 man Sailing Team, 2 of whose members were my son, Shawn Lobree, Captain of the Team, and his twin brother Shawl Lobree, each age 13, representing Coconut Grove Sailing Club, AND ALL OF OUR BOATS AND GEAR in heavy custom made crates. We were about the 1st team to arrive Thailand and I waved down a rusty truck on the highway and negotiated a price to load the boats in the truck bed and haul same, and us, the long distance from Bangkok to Pattaya, there being NO scheduled transport available to Pattaya. I sat in the cab on a wooden box, next to the driver and the sailors road the whole way in the truck bed with the crated boats and gear.

At Pattaya, I picked a choice bungalow for us all, still some distance from the beach and the strand line. The 2nd day I decided to commandeer what seemed to be the best location for our boats assembly area and spot from which to make the handiest beach launch of the boats into the surf. The crates were huge and extremely heavy and I and the 5 boys could not lift and carry one over the sand. There were hordes of Thai boys chattering and chattering and swarming around us and with Pidgin English (Hollywood style) and hand signals, I got 4 or 5 of the biggest Thai boys to heave to, with us, and hoist a boat and crate and lurch forward in> the sand to the spot I wanted, 50-100 yards ahead. The Thai boys were> speaking Thai among themselves and our collective efforts were entirely uncoordinated. In an

effort to get a rhythm going to our travail, I started humming loudly "The Bridge on the River Kwai" theme song. Turned out the Thai boys had seen the movie and joined in merrily. We repeated this with each of the other 4 boats and got them all lined up for assembly and rigging by the sailors that morning. With well over 200 boats on the starting line, from all over the world, we had a dandy Worlds Regatta Week and the USA won First Place in the initial Miami Herald Worlds Team Trophy Race. When they saw us thereafter, the Thai boys would shout out, "USA NUMBER ONE, USA NUMBER ONE! ")

Hal Lobree



Shawl Lobree #29 and Shawn Lobree #82

GALLEY NEWS

Tuesday Night

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For Sale 28'-1974 Colombia Sloop- 2006 Yamaha 4-stroke 8 HP Outboard. AC/DC Power. 2003- New Rigging-Roller Furling and Windows. GPS/Plotter, Depth Finder, Knot Meter, VHF Radio. And Wind Instrument. Good Condition, Ready to Sail. Asking \$12,000 or Best Offer. Call Dale at 305-798-2415.

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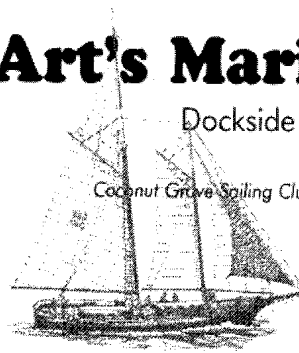
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