



SEPTEMBER 2010

COMMODORE'S CUP 2010 – DODGE & SWEEP!

What to do?? Tropical Storm Bonnie was bearing down on the area and expected to arrive Friday, July 23rd. All the proper warnings had been sent by the weather services and by your Club to members with boats here. But, the annual CGSC Club Championship, the Commodore's Cup Regatta, was scheduled for the next day. Do we cancel two days in advance? Of course not – there's no wimping out in proper sailboat racing!

Bonnie blew through in a hurry with minimal effects, but there was still a 60% chance of precipitation for Saturday. In fact, it did rain a bit early that morning. However, by 0900, there was sunshine, SE winds at 10-14, and being July, heat. We were good to go. What followed was a "Chamber of Commerce" day of racing on Biscayne

Bay for our fortunate sailors and their Race Committee. Three races were sailed in outstanding conditions.



Three classes came to contest the championship – PHRF, Flying Scots and Sunfish. The long and the short of it was that all three classes were swept by well-sailed boats, leaving no doubt as to who our Club champions are for this year. All the racing was done on windward-leeward courses. Three windward marks were required – a far one for PHRF, a close one for Sunfish and the Flying Scot mark in between.

For Race 1, the fleet was sent to windward against a 145 degree breeze for a twice around course. For Race 2, and continuing on for Race 3, the wind moved left a bit and the fleet was sent on a 135 degree bearing

continued on 6



2009 - 2010
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Vice Commodore Ron Rostorfer
Rear Commodore Doug Hanks
Secretary Sean Connett
Treasurer Ron Canizares
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Jim Fawcett (12) Bruce Penrod (13)
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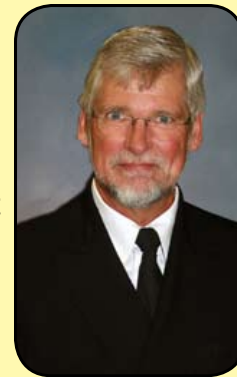
Committee Chairpersons

Adult SailingRichard Crisler
BBYRA Rep..... Ron Rostorfer
By-Laws..... Ron Canizares
C-Gulls Anita Hansen, Krisan Lamberti
Chamber of Commerce..... Doug Hanks
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Cruising&Rendezvous..... Janice Pruett
Entertainment..... Doug Hanks
Executive.....Alyn Pruett
Finance.....Ron Canizares
Flying Scot Racing..... Larry Whipple
Future Development..... Marc Buller
House Ron Rostorfer
IT Committee
Laser Racing Peter Branning
Marine Council Rick Rahm
Marine Science Acad.Alyn Pruett
Membership Doug Hanks
Moorings..... Bill Beavers
Opti Racing..... Antonio Bejarano &
.....Gail Pulsford
Orange Bowl Regatta..... Ron Rostorfer
Pier 7 Rep..... Bill Braddon
Property..... Ron Rostorfer
Protocol..... Marc Buller
Public RelationsAlyn Pruett
Race..... Susan Walcutt
Safety & Security..... Marc Buller
Snipe RacingGonzalo Diaz, Sr.
Strip..... Bud Price
UM Sailing Coordinator Charles Rahn
Web “diva”..... JoAnn Mathieu
Sailing Director..... Nick Mansbach
Club Manager..... Dragan Savin

The “Old Man” racing his Snipe. Photo taken by Fried Elliott, friedbits.com. or Laser racing in the Olympix Class Regatta.

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COMMODORE’S REPORT



We all know from experience that we are approaching the peak of hurricane season. National Hurricane Center data show that September is the month in which the most recorded hurricanes have occurred, followed by August (second) and October (third). For those owners with sailboats on a mooring, the strip or rack, this means that the next two months are critical times during which we must all watch the weather and be prepared to take appropriate actions to secure and/or move our boats in the face of a tropical storm or hurricane. A small amount of effort in this circumstance will improve the safety of your and other boats.

The CGSC leadership team has written the following procedures so that we are all clear as to what we as boat owners must do, and what the CGSC will do, if possible, to assist owners in preparing for a tropical storm or hurricane event. Your sailboat is YOUR responsibility. You may be responsible for any damage or injury caused by your sailboat if it is not properly secured in a storm or hurricane.

Procedures for a Potential Tropical Storm

Tropical storm winds have sustained winds from 39 mph to 73 mph, and can cause significant damage to boats that are improperly secured. Be aware that a Tropical Storm can quickly be upgraded to a hurricane. In the event Miami is in the predicted “cone of uncertainty” path of a tropical storm, boat owners should take the following precautions, well in advance of the storm’s potential arrival

Boats on Moorings: Reduce windage by removing headsails, mainsails, sail covers, biminis, dodgers and other canvas. Check for chafe and wear on mooring pennants and replace or double lines if necessary. Insert chafing gear in chocks if chocks wear substantially on pennants. Check batteries for water and charge if necessary. Test and service engine as necessary. Bilge pumps should be on automatic. Port lights and hatches should be securely closed in watertight positions. Any flags should be lowered and stowed and halyards should be pulled away from the mast and snugged securely.

Boats on the Strip: It is preferable to take the boat home or to some location more protected from the wind and rising water. If you leave the boat at CGSC, remove boat covers and lower the mast. Strap your mast and boat to the trailer, and chock the trailer wheels.

Boats on the rack: lash down boats, masts, dollies, and remove sails.

Launch Service: Normal launch service will be maintained until CGSC management determines it is no longer safe / prudent to continue. **DO NOT WAIT UNTIL THE LAST MOMENT – YOU MAY NOT BE ABLE TO GET TO YOUR BOAT TO MAKE NECESSARY PREPARATIONS.**

CGSC Actions: Should boat owners fail to undertake proper safety precautions, CGSC staff, at the direction of the Waterfront Coordinator and General Manager, and in accordance with Florida law, may, but are not required to, take steps to better secure vessels in order to protect CGSC or other property or persons from the danger they present during a tropical storm. Sailboat owners will be charged a fee for these services.

Procedures for a Potential Hurricane

In the event Miami is in the predicted “cone of uncertainty” path of a hurricane, sailboat owners should take the following precautions, well in

(commodore continued)

advance of the storm's potential arrival. Keep in mind that hurricane force winds are sustained winds 74 mph and above, and can blow your sailboat far inland, destroy it on shore, sink it at the mooring, or blow it away. In addition, CGSC upland property is subject to storm surge in a hurricane event. In hurricane Andrew in 1992 the storm surge was some seven feet above the ground floor slab of the CGSC clubhouse. The docks, pilings and most mooring balls were all underwater. Boats left on moorings are not properly secured and present a danger to themselves, to other boats and property and to persons in the area. As clearly spelled out in the Moorings License Agreement, boats should not be left on CGSC moorings in a hurricane event. Each boat owner should have a primary and backup plan for a hurricane evacuation

* Boats on Moorings: Boat owners should prepare their boats as for a tropical storm, and in addition, should prepare to move and secure their boat at a safer location well before winds make it unsafe to get underway.

* Boats on the Strip: Remove boats and trailers and any other equipment and personal effects from CGSC property to higher and more protected ground.

* Boats on the rack: Remove boats and any other equipment and personal effects off CGSC property to higher and more protected ground.

* Launch Service: Normal launch service will be maintained within the mooring field until CGSC management determines it is no longer safe / prudent to continue. **DO NOT WAIT UNTIL THE LAST MOMENT – YOU MAY NOT BE ABLE TO GET TO YOUR BOAT TO MAKE NECESSARY PREPARATIONS.**

* Boat Owner Identification: For owners planning to move to the Gables waterway, the Coral Gables police have requested that we place the boat owner's name and contact information in a waterproof packet, somewhere readily accessible by police such as an unlocked cockpit locker or lazarette. This is to allow them to contact the boat owner if necessary, following a storm event.

CGSC Actions: If possible, CGSC will provide launch service to pick up club members at local hurricane shelters, including Gables Waterway and Marine Stadium. This launch service will be made available, if possible, well before tropical storm / hurricane force winds are predicted to arrive. Such service will be offered on a schedule, and CGSC will attempt to notify boat owners via email of the schedules for such service. However, the best way to stay informed of potential time schedules for launch service to hurricane shelters is to come by the club well in advance of the predicted arrival of the storm and check with the Waterfront Coordinator and General Manager. It is the boat owner's responsibility to stay apprised of the CGSC schedule of activities in the face of a potential hurricane.

At some point, winds will build to the point where it will no longer be safe to provide such launch service, at which time the CGSC General Manager and Waterfront Coordinator will order a halt to such service. **DO NOT WAIT UNTIL THE LAST MOMENT – CGSC MAY NOT BE ABLE TO HELP GET YOU TO AND FROM YOUR BOAT.**

Take the time to inform yourself of proper safety procedures for tropical storm and hurricanes. Develop a plan and execute your plan well in advance of approaching danger. Your anchors, lines, and other storm safety equipment and precautions are your responsibility. Contact your local Coast Guard Auxiliary, marine equipment vendor or other specialist for advice concerning necessary equipment for your particular boat. Regardless of CGSC's desire to help boat owners by providing launch shuttle service to / from hurricane shelters, we are under no obligation to do so. We may not be able to provide such service based on consideration of our own preparations that must be undertaken to protect boats and property. You should have a plan to move your boat, and return without CGSC assistance.

If you need assistance, please ask. CGSC is a club – a "community of sailors", and there are many who will help, should you need it. Please contact Dragan Savin our General Manager or Nick Mansbach our Waterfront Coordinator if you need such help.

If we all pay attention to the weather, make sure our boats are prepared, and commit to help each other in the event of a tropical storm/hurricane, we will successfully make it through this hurricane season.

See you at the Club and on the Bay .

*Alyu Pruett,
Commodore*

CGSC ANNUAL WORK WEEKEND

**Mark your calendars now for
CGSC's Annual Work Weekend**

NOVEMBER 13-14, 2010

More details to follow!

VICE COMMODORE REPORT YOU'RE A VALUE INVESTOR!

Your "investment" in Membership with Coconut Grove Sailing Club says a lot about recognizing the value received in return. Frankly, this Club is hard to beat in terms of its offerings that are available for your use and enjoyment.

Including Social Night on Tuesday, we have evening dining service six days per week. Lunch service is Thursday thru Sunday. The quality and variety of our menus is excellent, thanks to Chef Tara and her kitchen crew. Our newly redecorated bar boasts featured drinks, reasonable prices and great camaraderie.

Then, there's the view from our upper deck. It's the best on the Bay. Our mooring harbor is framed by the forest of masts at Dinner Key to the left, our green space barrier island in front and a view of the main Bay to the right. You never tire of it. Couple that with our free live music about once per week – great entertainment.

Now, the sailing opportunities. We have cruisers, PHRF racers and one-design racers, many of whom could use additional crew. We have great sailing and

racing instruction. We have several committees that could use additional members – Cruising & Rendezvous, Entertainment, Property, and Race Committee to name a few. We host many important regattas that need your support – on the water and onshore.

When you factor in the Club's modest dues structure, the membership value really stands out.

In order to realize the value of your "investment," you have to come down to the Club. Participate on a committee, race and/or cruise, and enjoy a lunch or dinner with the beverage of your choice. Specifically, our CGSC Annual Regattas are coming up next month. Don't miss the chance to get involved.

Finally, to widen our "investor appeal," there is the "sweat equity" opportunity of our Annual CGSC Work Weekend. This year, the dates are Saturday and Sunday, November 13-14. Please mark your calendar and see the advertisement in this issue. If you have ideas for Work Weekend projects, drop me an e-mail – ronsailon@comcast.net.

See you at the Club.

Ronn Rostorfer, Vice Commodore



In Memory...

DONALD Z. BAILEY, 85, beloved husband, father and grandfather passed away on July 13, 2010. Donald was a Lieutenant in the Army Air Corps in the South Pacific during WWII. After he completed his military service, he received a Bachelor of Arts Degree in Architecture from Yale University in 1949, and a Master's Degree in Architecture from Yale in 1952. At graduation, he received the highest award, a fellowship to travel in Europe. Donald was the third generation of his family to attend Yale and he cherished his college experience. After he graduated, he opened his own architectural design firm in Long Beach, New York. Later, after moving to Florida, he worked as a Project Manager for the State of Florida, overseeing the construction of numerous state projects including the Florida International University buildings. During his career, he received numerous awards from the American Institute of Architects for his commercial and residential designs, including his personal vacation residence in Saint Thomas, Virgin Islands. For pleasure, Donald loved to sail. He was instrumental in the formation of the Hempstead Bay Yacht Club in Island Park, New York and he was a member of the Kings Bay Yacht Club and the Coconut Grove Sailing Club in Miami, Florida. In addition, he designed and built a spectacular model railroad, and he was an avid fresh water fish hobbyist. He will be greatly missed for his brilliance, witty sense of humor, love of family and the inspiration he brought to all who knew him. He is survived by his beloved wife, Edna, daughters, Lisbeth, Barbara and Anne, son-in-laws, Max, Joel and Mark and seven grandchildren, Bryan, Sarah, Melissa, Harry, Mallory, Sarah and Katie.

GALLEY NEWS

Tuesday Night \$2 Tacos the first Tuesday all others \$1.00
Hot Dogs and all the fix'ins remaining from 6-9 p.m.



Wednesday Night **Caribbean Spice**
Every month Chef Tara will feature a few appetizers and main dishes that represent Caribbean cuisine. Call the office at ext. 18 to inquire about the specials for the month.

Thursday Theme Night **Burger Fest**
Every Thursday, Chef Tara will feature 3 to 4 special burgers that will run for a month. The most popular will become our Commodore's burger on the regular menu and she will create a few more for the Thursday "Fest".



WEEKLY HOURS OF OPERATION

Monday Bar and Kitchen closed
Tuesday SOCIAL NIGHT 6-9 pm
Wednesday Caribbean Spice 5-9 pm
Thursday & Friday
Lunch 11am 'til 2 pm
Dinner 5 pm 'til 9 pm
Saturday & Sunday 11am 'til 9 pm

Launch service 24/7



REAR COMMODORE REPORT

This year, your Bridge and Board have an important mission: expanding our fleet. We need more boats on our Mooring Field, and we're gearing up for a big marketing campaign this fall once hurricane season is behind us.

That leads me to a request this month: Bring your friends sailing.

Remember the club's slogan: Come Sail With Us. We really mean it. Just like at the Grove's Nest, your guests are welcome at all CGSC functions. That includes functions on the water.

You can't ask for a better recruiting tool than the CGSC rendezvous schedule. Our sailing adventures make it easy to enjoy a boat to its fullest. Instead of sitting lonely in an over-priced slip somewhere, your friends' boat can be flying the CGSC burgee and exploring Biscayne Bay with new friends.

We may take it for granted, but it's quite a perk having a year's worth of cruises to choose from. You get the fun of rafting up with familiar faces, the confidence of following the lead boat to a new destination, and the

encouragement it sometimes takes to get the sails up for a long weekend. Not to mention the tiki bar that follows us every year to Elliot Key.

We need to spread the word about the value in joining the CGSC – and the best way to make the pitch is on a CGSC rendezvous. So make a point out this year of signing up for a rendezvous, AND inviting sailing friends to come with you. Even if they're just thinking of buying a boat, a great sailing trip can push them over the edge.

Check out cgsc.org for our rendezvous schedule. And if you don't have a boat but a friend does, sign up as both crew and the host for the weekend, then chart a course for the rendezvous. You're bound to be sailing back with new CGSC members.

Looking forward to seeing you (and your friends) on the Bay,

Doug Hanks.

Rear Commodore
ensignmiami@gmail.com



View from the Signal Boat

It is hard to believe the summer is over and the CGSC Race Committee will start its busiest part of the year. August had us running our Annual SailFest Weekend with a Single Handed Race on Saturday, August 14 and a Double Handed Race on Sunday, August 15. Results were not in by time of publication so check the CGSC Website for the winners.

In the middle of SailFest we always have our Annual Race Committee Party with dinner out on the lawn, dancing to the band and presentation of our Annual Awards. This year's Al Chapin Trophy winner went to Ron Rostorfer as the most outstanding Race Committee volunteer of the year. Ron's tireless work on shore brought us the new Melges 20 Fleet in their first Miami Winter Series with three Regattas (November 2009, February and March 2010) and the 29erXs in February 2010. All of this was in addition to running the CGSC Orange Bowl Regatta in December 2009 and the Olympic Class Regatta in January 2010. Our Rookie of the Year Award was presented to Esther Dileo, who seemed to volunteer for every regatta. She is definitely PRO material.

September will have us hosting the Florida Junior Snipe Championships on September 11 & 12. The Junior Commodore's Cup, open only to CGSC junior members, will be held on Saturday, September 18. We urge all Junior members to participate...you got to be in it to win it!

We would like to welcome many new volunteers to the CGSC Race Committee Crew: Adriel Jiminez, Anthony Mirabal, Audrey Degen, Carmen Ortiz, Carolyn Smith, Ciadelle

Harguess, Cindy Flintjer, Cynthia Ross, Daniel Maher, David Bannister, Derek Cohen, Diane Pima, Duncan Bray, Elaine Porteous, Elizabeth Libby, Frank Delaurier, Frank Florin, Geraldo Marques, Gina Melin, Helen Masin, Hewitt Schlereth, Joao Guetter, Julia McGlannan, Mary Stein-Ferrer, Megan O'Connell, Nadia Maudsley, Niall O'Brien, Pablo Buttice, Peter Counihan, Revati Roberts, Ricky Bartolino Pollo, Robert Contella, Roberto Bondi, Robin Drummond, Rusty Contella, Sally Duddey, Shane Ploos, Shari Vaughan, Sherry Pearsall, Suzanne Fontana, Tim Piccin and Veronic Ghayan.

Remember that volunteering for Race Committee is an excellent way to help the Club while having a great day out on our beautiful Biscayne Bay. We will be happy to train you (no experience required), feed you lunch and buy you 2 drinks at the Grove's Nest at the end of the race day.

Susan Walcutt
 Race Committee Chair

CGSC Regattas	
FL State Jr Snipe Championships	9/11-12/10
Jr Commodore Cup	9/18/10
CGSC Annual Regatta One Designs	10/2-3/10
PHRF	10/16/10

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to windward. In Race 3, the PHRF fleet was sent on a once-around course.

Eduardo Luaces' Lindenberg 28 *Tiburón* was the fastest rated boat in PHRF, but easily outdistanced the competition in each race to win the regatta by a substantial margin, even after handicaps were applied. Tony Battaglia's Cal 35 MkII *Heartset* was second, and *Fiji*, Club Secretary Sean Connett's O'Day 35 took third in the five boat fleet.

Past Commodore Bud Price swept the Scot fleet, although he was quick to point out afterward that nephew Michael took the helm for Race 3. Past Commodore Larry Whipple was second, with Henry Bernstein in third. In the Sunfish, Peter Branning bested Past Commodore Charlie Rahn while Past Commodore Marc Buller was third. How about that – four Past Commodore's racing, all of whom ended up with trophies later on.

Back at the Club afterwards, GM Dragan, Chef Tara and the staff had an excellent barbeque going. The happy racers found comfort under the shade of the sea grape tree on the lawn, so the trophy presentation came to them. It was a very nice time.

CGSC's Race Committee did another fine job on the water – getting good quality races sailed in a timely manner. For both Race 2 and Race 3, they were starting a fleet on one side while taking finishes of another fleet on the other side. Cathy Buller's *Otra Cuba Libre* was the Signal Boat. Vice Commodore Ron Rostorfer was PRO, Dottie Rostorfer was the Timer, Vicki Rosenbloom handled flags and Veronic Ghayan was the recorder. Dick Poder took photographs of the racing. Up to windward on Mako 2 was Skipper Kit Temple with newcomer Derek Cohen. The Pin Boat Skipper was Geoff Sutcliffe, ably assisted by Karen Young and Esther DiLeo.

And Sunday, the following day? A tropical wave that had been following Bonnie played thru with frequent gusty rain during the day. We had dodged bad weather before and after, and enjoyed a great summer day on the Bay.

Ron Rostorfer



Race Photos by Dick Poder

<i>CGSC Commodore's Cup</i>			<i>July 24, 2010</i>		<i>Final Results</i>				
<i>Yacht</i>	<i>Skipper</i>	<i>Boat Type</i>	<i>Sail #</i>	<i>Rating</i>	<i>Race 1</i>	<i>Race 2</i>	<i>Race 3</i>	<i>Total</i>	<i>Place</i>
<i>PHRF</i>									
<i>TIBURON</i>	<i>Eduardo Luaces</i>	<i>Lindenberg 28</i>	<i>12</i>	<i>117</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>3</i>	<i>1</i>
<i>HEARTSET</i>	<i>Tony Battaglia</i>	<i>Cal 35 MkII</i>	<i>66</i>	<i>168</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>6</i>	<i>2</i>
<i>FIJI</i>	<i>Sean Connett</i>	<i>O'Day 35</i>	<i>96</i>	<i>171</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>9</i>	<i>3</i>
<i>THE NELL</i>	<i>Doug Hanks</i>	<i>Ensign</i>	<i>80</i>	<i>276</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>12</i>	<i>4</i>
<i>HOT AIR III</i>	<i>David Berg</i>	<i>J-30</i>	<i>423</i>	<i>138</i>	<i>DNC</i>	<i>DNC</i>	<i>DNC</i>	<i>18</i>	<i>5</i>
<i>FLYING SCOT</i>	<i>Skipper</i>	<i>Boat Type</i>	<i>Sail #</i>	<i>Race 1</i>	<i>Race 2</i>	<i>Race 3</i>	<i>Total</i>		<i>Place</i>
<i>AIR AMERICA</i>	<i>Bud Price</i>	<i>Flying Scot</i>	<i>5220</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>3</i>		<i>1</i>
<i>MARGARITAVILLE</i>	<i>Larry Whipple</i>	<i>Flying Scot</i>	<i>5399</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>6</i>		<i>2</i>
<i>LADY HOPE</i>	<i>Henry Bernstein</i>	<i>Flying Scot</i>	<i>5321</i>	<i>DNF</i>	<i>DNC</i>	<i>DNC</i>	<i>12</i>		<i>3</i>
<i>SUNFISH</i>	<i>Skipper</i>	<i>Boat Type</i>	<i>Sail #</i>	<i>Race 1</i>	<i>Race 2</i>	<i>Race 3</i>	<i>Total</i>		<i>Place</i>
<i>N/A</i>	<i>Peter Branning</i>	<i>Sunfish</i>	<i>86685</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>3</i>		<i>1</i>
<i>N/A</i>	<i>Charlie Rahn</i>	<i>Sunfish</i>	<i>80550</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>6</i>		<i>2</i>
<i>N/A</i>	<i>Marc Buller</i>	<i>Sunfish</i>	<i>80322</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>9</i>		<i>3</i>
<i>N/A</i>	<i>Art Auwaerter</i>	<i>Sunfish</i>	<i>80323</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>12</i>		<i>4</i>
<i>N/A</i>	<i>Bruce Penrod</i>	<i>Sunfish</i>	<i>N/A</i>	<i>5</i>	<i>DNF</i>	<i>DNC</i>	<i>17</i>		<i>5</i>

VC Ron Rostorfer presents winners trophies.



Sunfish 1st Peter Branning



Sunfish 3rd Marc Buller



PHRF 1st Eduardo Luaces



Flying Scot 1st Bud Price crew



PHRF 2nd Tony Baltaglia



*Flying Scot 2nd
Larry Whipples crew*



PHRF 2nd Sean Connett



Sunfish 2nd Charlie Rahn

Award Photos by Kit Temple

Cruising and Rendezvous

Labor Day Rodriguez Key Snorkel/Dive/Fishing Trip, September 3 - 6 Friday-Monday

The weather hampered our trip last year but not our spirits. This year our goal is to make it all the way to Rodriguez and back! Join us Friday afternoon for an evening sail to Elliot Key. Saturday morning we'll head out early to Hawk's Channel and down to Rodriguez with stops on the way to snorkel at the patch reefs. Bring your dink, kayak, fishing gear and lobster nets. We'll raft up, share potluck and dink/kayak into shore for dog breaks or take in the local color.

Sunday is more of the same but we'll turn in early. Monday we leave at the crack of dawn to head out to Molasses Reef and then head north on the outside to try our luck at deep sea fishing. Bring out your heavy tackle and if we are lucky we have fish for dinner! Deeper draft boats may need to go down the outside from Biscayne Channel subject to tide schedule. We'll have a skipper's meeting prior to departure.



From The Manager.....

We had a pretty busy month of July at the CGSC's Club House. Italian Fiesta Wednesday is in history books now. It is being replaced with little spicy "Caribbean Spice Wednesdays" theme. On the other hand, Burger Fest Thursdays continue and Chef Tara is featuring four completely new recipes: Oriental, Chili,

Cheesy Blue and Jamaican. I think you can agree – it sounds delicious. It's a great time to check it out.

We are also running beverage specials for theme nights: two for one on Jamaican beer and two for one on Barbados Rum Pina Coladas. Some other happy hours are available as well – ask your bartender for current offerings.

We have one more change on our menu that I would like to bring to your attention. Commodore burger has been updated. The new recipe is: Feta cheese, roasted red peppers, Kalamata olives and aioli (garlic based sauce). It is really yummy and I can with full confidence suggest to all to try it on your next visit. Summer Camp is behind us. It was a very busy one in deed. Every session except number 5 was completely filled and the fifth one was limited only due to number of instructors. In total, it was an extraordinary successful summer at the Sailing Camp. Kids left very happy and many announce they will return next year. Not only that it means financial success for the Club, but every young sailor today is our potential member in the future.

I need to go briefly back to the parking issue. It appears that some new regular members still do not possess new decals. It is imperative to keep parking lot for members and owners of the boat on mooring field since the potential number of cars increased substantially after membership structure changes. Also, I would like to remind boaters that their guests can not park on the CGSC parking lot for the same reason. I really appreciate your cooperation on this matter.

You have perhaps already noticed, we have new canopies at the Marker 18 side of the terrace. It is an addition made for

Tentative meeting date is Wednesday, August 18. Bring your charts and your GPS.

Dockside Fishing Tournament, Saturday, September 18 4:00 p.m

Following the Jr Commodore Cup we'll take over the docks after they clear as the tide comes in. Bring your favorite fishing pole and try your luck at one of the CGSC docks. We'll provide the bait and prizes will be awarded for the most interesting catch, the largest catch and most fish caught. Other activities include casting accuracy, the proper way to bait your hook and knots. Stay for dinner on the viewing gallery and a movie on the sail after dark.

October Events:

Columbus Day Regatta/Rendezvous,
80's Dockside Rendezvous
Haunted Mooring Field and Trick or Treat

our Sailing Classes in order to give them little more separation from dining area.

As the summer is slowly sailing away, it is time to schedule annual Member's Work Weekend. Look for Vice Commodore Ron's announcement on this matter. We again hope for huge turnout this autumn, just like we had one last year. And also, end of summer means – new sailing season is upon us. Busy sailing weekends are coming with more members and their crew and guest heading to CGSC. Although our summer was far from slow in the Club House, I'm looking forward to the vibe that only eventful Club can provide.

And at the end, I would like to remind you that we are having CGSC Second Wine Tasting and Lecture on Thursday, 16th of September. Goal of this lecture is to learn difference between wine styles made out of the same grape. For example, we are going to taste Pinot Grigio from Alto Adige in Italy and Pinot Grigio from Alsace in France. Same grape, completely different wine style. Examples like this one are endless. Number of seats is limited, so call extension 18 or email: dragansavin@cgsc.org to reserve your spot.

That's all for now Ladies and Gents... see you all in the Club...

Dragan Savin

**Join
CGSC's
Race Committee Team**

A rewarding day on the Bay!

Contact Susan Walcutt
walcutts@bellsouth.net
305.297.7757

Come to Bimini, Oh Come to Bimini.

After several postponements, July 5th was our target day for crossing the Gulf stream for a two week vacation to Bimini and the Berry's. We spent the 4th at the club preparing the boat, enjoyed Chef Creed's burgers and took in the fireworks overhead. July 5th the alarm went off at 5:30 a.m. Lightning on the horizon so we did a quick check of the weather. Weather predicted to be scattered showers with seas 1-3 feet. A thunderstorm to the south so we call Bruce Penrod who is at the club to report then crawl back in our comfy bed while the storm passes. We leave CGSC at 6:30 a.m. with Leaping Groundhog following on our stern, and the sun rising in the east. All is well crossing the bay, light winds out of the east, only a small storm to our south as we leave Biscayne channel, however, the waters are very choppy which is not unusual for this location so we steer a little North to allow this storm to pass. Alyn comments "The waves usually calm down once we get into the deeper water of the Gulf stream" We press on. The first storm passes to our south. On the horizon clouds start forming to the north, then to the south. We press on. We enter the Gulf stream, waves continue to be close together and become steeper. Bruce is still behind us all comfy behind his dodger, motoring through the increasing waves. "Alyn get the foul weather gear. The waves are starting to break over the top of the cabin. Damn this is when a dodger would be nice!" The weather continued to deteriorate, the waves continued to build, the boat pitched and rolled and we were soaked from salt and rain water. Alyn took over the helm and I kept watch on "Leaping Groundhog". This was their first Gulf stream crossing and I felt bad that they were having to experience this bad weather and angry seas. Our first crossing was at night with calm waters and bright stars overhead. Suddenly, their boat stopped and turned to the south. We radioed them and they reported engine trouble. Shortly after they made the decision to turn around and sail back. We were almost half way, so decided to press on. The wind and waves continued to pound Effortless and she struggled against their force but held steady. Finally, 10 hours into the trip the wind and waves died and we welcomed the rain to wash the salt off our miserable faces and soggy gear. Effortless picked up speed and our spirits lightened. We made it to Bimini in time to check in before 7 p.m. and tucked into a slip at Bimini Blue Water Marina for a warm shower, a bit of rum and a good night's sleep.

Over the course of the next three weeks we only made it as far as South Cat Cay in the boat. However, we experienced three Junkanoo parades, local Bahamian talent, a visit to the Dolphin house where we met local historian Ashley Saunders, his brother Ansil Saunders the famous Bimini Bone Fisher boat builder, Joe Pinder's Fish stand where we sampled the freshest conch salad, Edith's Pizza (the best cracked conch on the island), Bonefish Ebbie's, a long time friend of the late Lee Smith, a funeral march complete with band and Sherri's Beach Bar. We checked out the Hamm's new dock on South Bimini, secured the golf cart, snorkeled around the Three Sisters rocks and Bimini Road, relaxed on the beach. The winds picked up again our second week due to a ridge of high pressure to the north of us (great for sleeping in the V berth, no mosquitoes) so we were limited to trips across the flats in the dink and walking trips on the island. We spotted bonefish and immature lemon sharks in the shallows, finally found the Shark Mound and access to the great Bahama banks through the mangrove channels on East Bimini. We visited the healing hole, Brown's grocery (the best stocked grocery on the island) Brown's Hardware (the Shell Lumber of Bimini) and the Bimini General Store (the West Marine of Bimini) where we got our replacement fuel pump for the dink engine. (The dink engine died 5 miles out in the mangroves and we had to row back to the marina. Fortunately the wind was at our backs!) We explored the ruins of the old Rod and Gun Club, the Bimini Marlin-Tuna Club, the Complete

Angler and found the resting place of several famous Biminities in the many cemeteries we visited.

We don't have a fridge on the boat so we found that the Seacrest Marina has the best ice (large cubes that don't melt as fast). Once the CGSC blocks melted we needed two bags a day. Fresh produce and supplies are delivered every Thursday on the G & G shipping freighter. The scene takes on a festive mood when the locals scramble to pick up their shipments lined up on the government dock. We saw a fellow sporting his brand new washer in a wheel barrow down the kings highway! Cold Kalik Gold are 3 for \$6.50 across from Bimini Blue Water. They have renovated the End of the World Bar, Guy Harvey's reopened the Bimini Big Game Club and B'S Kids has hand dipped ice cream. Spook Hill has the best beach. Beautiful sand with no rocks and we spotted large manta's on our trip there within 100 yards from shore. We got to experience tropical storm Bonnie and found that everyone in the marina responsibly prepared their boats before the storm. Gas and weather reports can be traded for lobster and fresh grouper. Young store clerks recognize you at the junkanoo festival and remind you to come back to the shop to retrieve a parcel that you left behind because they are holding it for you.

Our last night we made one last trip to South Cat Cay instead of Gun Cay our usual point of departure for Miami. We snorkeled in the crystal clear water and found a large conch for one last fresh cracked conch meal. Our trip home across the Gulfstream was uneventful weather-wise but we ran into a pod of 20 plus friendly dolphin that included mothers and babies. They swam with the boat for several minutes before heading south leaving us with a sense of awe. Bimini holds a special place in our hearts and minds, it's people, it's beauty and it's relaxed lifestyle. I can't wait to return.

Please join us for upcoming dockside rendezvous, trips on our beautiful bay and beyond. If you would like to get on the Cruising and Rendezvous email list, please email jbpmmom@aol.com.

Janice Pruett

Approaching storm

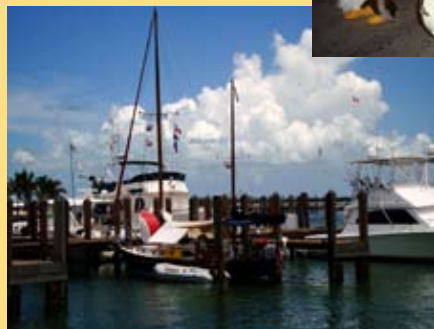


Commodore at rest



Junkanoo

Effortless at Blue Water



E side South Cat

GALE FORCE RETURN PASSAGE!

By V/C Ron Rostorfer

Hi Ron, its Joe," said the voice on my cell phone. Joe Murray was Skipper of my Newport-Bermuda Race boat, the C&C 41 Avenir.

It was Saturday morning, and that evening was the Prize Giving in Bermuda. Having placed third in class with a totally amateur crew, all but me in their first N-B Race, we were certainly looking forward to celebrating this splendid event. Departure for the return passage to Bristol, RI was planned for the following morning.

"I just got an e-mail from our weather router," Joe continued. "We need to leave immediately! There's a big storm that will form off Hatteras, and we need to be back home by Wednesday. Otherwise, we have to delay our departure till then, and I need to get back."

Well, so much for the blue blazer, tie, Bermuda shorts, long socks, and straw hat. All I could say was, "OK." After all, it was Joe's trophy. After some quick packing and provisioning, we cast off from the Royal Bermuda Yacht Club.

There were four on board for the passage. Skipper Joe and his twin brother Bob were mid-40's, fit, strong, and could do anything on the boat. I was in my 15th passage to or from Bermuda, but getting a bit "long in the tooth." Bob Vanderhoof, a Bristol friend, was a beginning sailor on his first ocean passage. That still left several of our group on the island to enjoy the Prize Giving and collect the trophy.

We had routing information for the passage that would take advantage of helpful eddies and a Gulf Stream meander, while minimizing potential negative effects. This was plugged into the GPS and Avenir headed NNW close reaching on port tack in a good SW sailing breeze. Several other yachts departed with us, and we heard them clear out with Bermuda Radio as we left. That evening, with Bermuda vanishing over the horizon, we overhauled a couple of the smaller ones, and chatted them up on the VHF.

Initially, Avenir was under No. 3 headsail and full main. The wind increased, and the first mainsail reef went in, followed by the second. With the wind continuing to strengthen, a headsail change was discussed. Do we go to the No. 4 or straight to the Storm Jib? It was decided to do it once and do it right. The twins set the Storm Jib, which was soon up and trimmed over a clean foredeck. It was a good decision.

We were now in the Gulf Stream. Normally, that means rougher water and potentially stormy conditions, as the Stream warms the air above it which rises, condenses into clouds and generates unstable weather. But those effects were minor, as conditions were nearing gale force. Even the Storm Jib and double-reefed main were too much.

Many ocean racing yachts carry a Storm Trysail, but don't have a separate luff track on the mast. To set the Trysail without this track, the mainsail luff slides have to be taken off in order to bend on the Trysail. That's a difficult and dangerous task at sea under conditions that would have a crew consider the Trysail.

Avenir had a simple approach to this. A luff wire of stiff, standing rigging was attached to the port side of the mast above the lowest spreaders. It led over a spacer that kept it an inch or so off the mast, and then down to just above deck

level where an eye was nicopressed at the end. A tailing line from the eye led through a turning block at the mast collar and back to a winch on the cabin top. The Trysail had jib hanks on short pennants along the luff. With the main already down, we ground the luff wire tight, hanked on the Trysail, attached the main halyard, hoisted and trimmed. Sail set.

There was now spindrift, with the tops of the whitecaps blown off by the SW gale at a steady 35-40 knots with higher gusts. Under Storm Jib and Trysail, we were good for more wind than that, and continued toward Narragansett Bay. We were also in good shape for heaving to should that become necessary.



The wave pattern, which previously was a jumbled mess, had gotten its marching orders from the gale, and now formed huge 20 foot seas. They

were high enough that there was little wind in the troughs, but the full force of the gale was upon us at the peaks. At one point, a wave broke on top of Avenir, causing the boat to slew around and putting a foot of water in the cockpit. Perhaps it was then that the tail of the running backstay was sucked down the cockpit drain and pulled taut by our speed through the water. No one noticed.

After almost 20 hours under storm canvas, the gale abated, and we could crack on more sail. The batteries and fridge needed attention. The engine was put in gear to get some additional speed as well, and the running back promptly wrapped around the prop! So much for engine power. We would have to sail into the dock at Bristol Yacht Club, and could not make the customary stop in Newport to clear in to the US. Customs was kind enough to oblige us under the circumstances, and met Avenir in Bristol.

With 600 miles down and only about 40 miles remaining, there was no clue on the horizon that we were approaching the huge land mass of North America. Finally, about 20 miles out that night, we picked up the lights of the Newport Bridge towers. Avenir tacked for Beavertail Light at the entrance to Narragansett Bay, and close reached up the Bay to Bristol. We luffed up to the Yacht Club dock where our modest "welcoming committee" was waiting. It was about 0700 Thursday morning, and we were home.

It seemed clear that the storm we were warned about progressed much faster than anticipated. If you're in a sailboat, it's OK to try and beat another sailboat. But, don't ever try to beat a power vessel, a bridge closing or a weather system!



ADULT SAILING REPORT

Your Adult Sailing Committee remains very busy with a steady flow of continuing classes as well as a growing number of private classes and private coaching. One of the highlights of the last month was our Monthly Small Boat Rendezvous & Clinic. All of our Sunfish were in use by past students and current members. Additionally we enjoyed having two (2) Flying Scots, a Laser and a Typhoon keelboat join us for the fun. We gathered on the verandah for a fun debriefing afterwards following a perfect day, weather-wise and tide-wise at the sandbar. Having hosted dozens of these fun events, this was definitely one of the most enjoyed, based on all the favorable comments we received. Special thanks again to our friend and strong adult programs supporter, Bob VanEck for his coaching and safety boat operation for this clinic.

At the time of this writing, we have already conducted a Learn-to-Sail class and a Basic Keelboat class in August (on the same weekend), and will be hosting a two (2) boat Basic Keelboat class on the following weekend. The keelboat class interest continues to grow along with the certification offered to those willing to be tested. We are able to expand our keelboat program now with the addition of certified keelboat instructors within our ranks. Congratulations to Bruce Penrod and Antonio Bejarano who recently completed their testing and were certified by US Sailing for keelboat instruction.

Now you see it..... Now you don't. Have you seen it?? It's the new "portable" classroom that literally drops from the ceiling on the southwest end of our verandah. It has been a dream of this chairman and instructor for a couple of years, and now, thanks to strong support from the Board, key officers and staff, we finally have it. We can now effectively teach

multiple adult classes at the same time. With our growth and two-class weekends, we were actually teaching second classes in the Groves Nest on the weekend mornings until 11AM when it opened. Take a look at our classroom one of these weekends. It is really clever, providing good vision, noise reduction, weather protection, good ventilation and without inconveniencing other members on the verandah. Thanks to all who helped with this project.

Your Adult Program calendar for September is as follows:

<u>September</u>	<u>Event</u>
2, 9, 16, 23, 30	Weekly Sunfish Clinic – 4PM to 7PM
11 – 12	Monthly Learn-to-Sail Class (Sunfish)
–	9AM to 4:30PM
11 – 12	BASIC KEELBOAT Course – 9AM to
4:30PM	
18 – 19	BASIC KEELBOAT Course – 9AM to
4:30PM	
26	Monthly Small Boat Rendezvous &
Clinic –	9AM to 3PM

Thanks to everyone for your continued support of your Adult Instructional Program at C.G.S.C.

Sail Often..... Sail Safely.....

Richard Crisler, Chairman

305 - 342 – 4775

crisler@mindspring.com



SEPTEMBER 2010

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
<p><i>Office, Bar and food service closed.</i></p> <p style="text-align: right;">30</p>	<p>6 pm Taco Night</p> <p style="text-align: right;">31</p>	<p>5 pm Caribbean Cuisine</p> <p style="text-align: right;">1</p>	<p>12 pm Rotary Club 4 pm Adult Sunfish Clinic 5 pm Burgerfest</p> <p style="text-align: right;">2</p>	<p>7 pm BAND: Out of Order</p> <p style="text-align: right;">3</p>	<p>8:30 am Laser/420/ Flying Jr. 8:30 am Red/White/ Blue Fleet 8:30 am Green Fleet 9:00 am Beg.Level Youth</p> <p style="text-align: right;">4</p>	<p style="text-align: right;">5</p>
<p><i>Office, Bar and food service closed.</i></p> <p style="text-align: right;">6</p>	<p>6 pm Dollar Dogs 7:30 Race Cmt. Meeting 7:30 Sea Scouts</p> <p style="text-align: right;">7</p>	<p>5 pm Caribbean Cuisine</p> <p style="text-align: right;">8</p>	<p>12 pm Rotary Club 4 pm Adult Sunfish Clinic 5 pm Burgerfest</p> <p style="text-align: right;">9</p>	<p>7pm BAND: Solar Dogs</p> <p style="text-align: right;">10</p>	<p>8:30 am Laser/420/ Flying Jr. 8:30 am Red/White/ Blue Fleet 8:30 am Green Fleet 9:00 am Beg.Level Youth</p> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">9am Learn to Sail-Sunfish Class</div> <div style="border: 1px solid black; padding: 2px; margin: 2px 0;">9am Basic Keelboat Course</div> <div style="border: 1px solid black; padding: 2px; margin: 5px 0; text-align: center;">Fl State Jr Snipe Championship</div> <p style="text-align: right;">11</p>	<p style="text-align: right;">12</p>
<p><i>Office, Bar and food service closed.</i></p> <p style="text-align: right;">13</p>	<p>6 pm Dollar Dogs</p> <p style="text-align: right;">14</p>	<p>5 pm Caribbean Cuisine</p> <p style="text-align: right;">15</p>	<p>12 pm Rotary Club 4 pm Adult Sunfish Clinic 5 pm Burgerfest</p> <p style="text-align: right;">16</p>	<p>7pm BAND: Hoodwink</p> <p style="text-align: right;">17</p>	<p>8:30 am Laser/420/ Flying Jr. 8:30 am Red/White/ Blue Fleet 8:30 am Green Fleet 9:00 am Beg.Level Youth 10 am Junior Commodores Cup</p> <div style="border: 1px solid black; padding: 2px; margin: 5px 0; text-align: center;">9am Basic Keelboat Course</div> <p style="text-align: right;">18</p>	<p style="text-align: right;">19</p>
<p><i>Office, Bar and food service closed.</i></p> <p style="text-align: right;">20</p>	<p>6 pm Dollar Dogs 7:30 Sea Scouts</p> <p style="text-align: right;">21</p>	<p>5 pm Caribbean Cuisine</p> <p style="text-align: right;">22</p>	<p>12 pm Rotary Club 4 pm Adult Sunfish Clinic 5 pm Burgerfest 6:30 pm General Meeting</p> <p style="text-align: right;">23</p>	<p>7pm BAND: Eyenity</p> <p style="text-align: right;">24</p>	<p>8:30 am Laser/420/ Flying Jr. 8:30 am Red/White/ Blue Fleet 8:30 am Green Fleet 9:00 am Beg.Level Youth</p> <p style="text-align: right;">25</p>	<p>9 AM Monthly Small Boat Clinic/ Rendezvous</p> <p style="text-align: right;">26</p>
<p><i>Office, Bar and food service closed.</i></p> <p style="text-align: right;">27</p>	<p>6 pm Dollar Dogs</p> <p style="text-align: right;">28</p>	<p>5 pm Caribbean Cuisine</p> <p style="text-align: right;">29</p>	<p>12 pm Rotary Club 9am Adult Sunfish Clinic 5 pm Burgerfest 7:30 pm Officer Board Meeting</p> <p style="text-align: right;">30</p>	<p>7 pm BAND: Reality Thick</p> <p style="text-align: right;">OCT. 1</p>	<div style="border: 1px solid black; padding: 2px; margin: 5px 0;">CGSC Annual One Design Regatta & BBYRA OD #10</div> <p>8:30 am Laser/420/ Flying Jr. 8:30 am Red/White/ Blue Fleet 8:30 am Green Fleet 9:00 am Beg.Level Youth</p> <p style="text-align: right;">2</p>	<p style="text-align: right;">3</p>



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Tony Battaglia First in CGSC Speaker Series

Tony Battaglia kicked off our CGSC Speaker Series with a fascinating slide show on his recent sail to Cay Sal in the Bahamas.

He and his brother and sister-in-law were there for two weeks, and saw exactly three other sailboats the entire time. A desolate place, with haunting crosses to mark the graves of Cuban refugees who landed there and were found far too late.

Tony walked us through some of the myths of Cay Sal. One: the Bahamas never patrols there, so don't worry about following the rules. A boarding by the gentlemen of the Bahamian

Navy dispelled that one pretty quickly. (The chaps noted sailors almost always have their papers in order. Not so the power boaters!)

If you missed it, be sure to check cgsc.org for the next speaker on the series. Speaker Chair Phil Adams has already lined up some members to share their cruising tales with us, so contact him if you have some stories to tell! He's at pmwadams@bellsouth.net.

Doug Hanks
ensignmiami@gmail.com

