



APRIL 2011

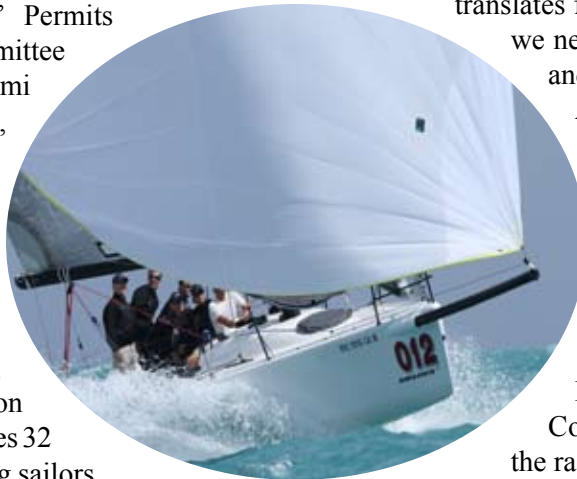
CGSC'S MELGES 32 REGATTA ON THE OCEAN!

To make a long story short, CGSC's friends at Melges Performance Sailboats asked us to host the Melges 32 2011 Miami Championship, and there was no time to waste. Due to a cancelled regatta, the Melges 32's were "all dressed up with nowhere to go." Permits were sought and received, Race Committee shore-side arrangements made at Miami Beach Marina (MBM), RC personnel, boats, marks, ground tackle, etc. assembled, and field trips made by land and sea. In addition to being the host Club, CGSC and the Melges 32 Class Association were Organizing Authorities for the regatta.

The regatta dates were March 4-6, with Registration and other preparation on Thursday, March 3rd. Twenty Melges 32 teams, some with world famous racing sailors as tacticians, including the likes of Terry Hutchinson and Ed Baird, were entered. They're home ports ranged from Italy to England to Tokyo, and Florida to Newport RI to Los Angeles.

Back at the end of January, CGSC hosted a Reception for

newly named America's Cup PRO John Craig, a long-time friend of CGSC. For the Melges 32's on the Beach, we also hosted the Mascalzone Latino team, which is the Challenger of Record for the next (34th) America's Cup. Their boat name translates from Italian to "Latin Rascals!" All we need now are defenders Larry Ellison and Russell Coutts to round out the 34th America's Cup Regatta!!



Suddenly, the regatta was on us. We had Equipment Day and the Race Committee meeting on Wednesday, March 2nd at CGSC, and event set up and Registration at MBM on Thursday, followed by the Competitors' Meeting at Monty's Restaurant at MBM. CGSC Commodore Alyn Pruett welcomed the racers to south Florida, CGSC and the regatta.

Our support boats were to commute daily from the Club to MBM, arriving at MBM each morning, and returning to the Club each afternoon. Friday's weather forecast was for 20+ knots and higher gusts, with seas corresponding. Competitors



2010-2011 Flag Officers

Commodore.....Alyn Pruett
 Vice Commodore Ron Rostorfer
 Rear Commodore Doug Hanks
 SecretarySean Connett
 TreasurerRon Canizares
 Fleet Captain Doug Hanks
 Fleet ChaplainBishop C. Schofield
 Fleet SurgeonDr. Nicolaus Martens

Board of Directors

Owen Brown (11) Nick Martens (PC)
 Cathy Buller (13) Bruce Penrod (13)
 Jim Fawcett (12) Javier Prado (13)
 David Holland (11) Paul Van Puffelen
 Dan Maher (12) Christian Vargas

Committee Chairpersons

Adult SailingRichard Crisler
 BBYRA Rep..... Susan Walcutt
 By-Laws..... Peter Branning
 C-Gulls..... Anita Hansen, Krisan Lamberti
 Capital..... Dan Maher
 Chamber of Commerce..... Doug Hanks
 Channel Editor ... Charles & Cherie Branning
 Community Service.....Alyn Pruett
 Cruising&Rendezvous..... Janice Pruett
 Entertainment Adrienne Peters, Julia Cornide
 Executive.....Alyn Pruett
 Finance.....Ron Canizares
 Flying Scot Racing..... Larry Whipple
 Future Development.....Ron Canizares
 House Ron Rostorfer
 Laser Racing Peter Branning
 Librarian..... Renny Young
 Marine Council Charlie Rahn, PC
 Marine Science AcadAlyn Pruett
 Membership Javier Prado
 Moorings..... Bill Beavers
 Junior PramAntonio Bejarano
 Junior Racing Development.....Laura Holtz
 Orange Bowl Regatta..... Ron Rostorfer
 Pier 7 Rep..... Bill Braddon
 Property Ron Rostorfer
 Protocol.....Marc Buller
 Public RelationsRick and Nancy Cooper
 Race..... Susan Walcutt
 Safety & SecurityMarc Buller
 SeamanshipSean Connett
 Shore-side Regatta ...Richard & Maryann Etkin
 Snipe Racing Gonzalo Diaz, Sr.
 Speakers Phil Adams
 Strip..... Bud Price
 UM Sailing Coordinator Charles Rahn
 Web "diva"..... JoAnn Mathieu
 Sailing Director..... Nick Mansbach
 Club Manager..... Patrick Tully

Flying Scots racing downwind in a regatta at CGSC (Cherie Branning) or Nick Voss and Andy Rahn at the '06 Snipe Nationals (Fried Elliot).

2990 South Bayshore Drive
 Coconut Grove, FL 33133
 Tel. 305-444-4571 Fax 305-444-8958
 www.cgsc.org

Volume 66 Issue 10

COMMODORE'S REPORT

Coconut Grove Sailing Club at the Strictly Sail Boat Show and Coconut Grove Art Festival

I want to first, thank everyone involved in the preparations for and participation in, the CGSC booths at the Strictly Sail Boat Show and the Coconut Grove Arts Festival. While it would take too much space to name them all here, there were perhaps two dozen dedicated CGSC members who helped put together the collateral materials and man the booths. I also especially want to thank the kids from our opti and laser teams that participated at the Art Festival. Our young sailors served as great ambassadors for our sailing programs!



In terms of specific outcomes we already have a new boat on our moorings thanks to our exposure at the boat show, and we received over 150 inquiries from families and individuals interested in our learn to sail, racing and summer camp programs as a result of our outreach at the Art Festival. In addition, unlike previous years when the club had been closed, this year the club was open the Friday, Saturday and Sunday of the Art Festival, and was extremely busy and profitable. I hope in the future the CGSC will continue to be "the place to come" during the Art Festival weekend.

In addition to the direct return from these events, this exposure helps strengthen the CGSC as an integral part of our Coconut Grove and greater Miami community.

End of Year Preparations

Believe it or not the end of the CGSC's fiscal year on June 30 is rapidly approaching. While many club members – those who have been active in the club for the past year or more – may be aware of the process involved as we prepare for our annual meeting, many new members may not be aware of the important activities underway between April and June.

Consequently I want to take this opportunity to discuss the specific activities that will be taking place to prepare for our annual meeting, which according to our Bylaws, is held the first Friday in June of each year. This year the meeting will be held on Friday June 3.

First among these activities is the Board's selection of members to serve on the Nominating Committee. The committee should be finalized by the time this article is published. The purpose of this committee is to nominate a Secretary, Treasurer, Rear Commodore, Vice Commodore and three board members. Nine of the total fifteen board positions expire on a rotating basis so that each year three positions are open, and must be filled by the vote of the membership. Nominations for all the positions listed are due from the committee at least 30 days prior to the annual meeting –which will be May 3, and must be posted on the Club's bulletin board by May 13 at the latest.

The next activity underway this month is the preparation of a proposed budget for the Club for the fiscal year 2011-2012. The proposed budget must be presented to the Board at it's meeting to be held on April 28, and approved no later than the Board meeting to be held on May 26. The budget approved by the Board will be presented to the membership at the annual meeting, and in accordance with the Bylaws, members will have the opportunity to veto any specific item in the budget upon affirmative vote of 2/3 of the members present at the annual meeting, provided a quorum of 10 percent of the voting membership is present at the meeting.

The third activity underway is a review of the Bylaws. The Bylaws committee will identify potential amendments, which will be taken to the Board of Directors. The Board will review the proposed changes prepared by the committee and, by resolution, recommend amendments to be taken to the membership at the annual meeting. According to the Bylaws any proposed amendments must be approved by affirmative vote of 2/3 of voting members present at the annual meeting, providing a quorum of 10 percent of the voting members are present. We anticipate the Board will finalize recommended modifications at its April 28th meeting. In May, we will hold workshops to explain all recommended changes to the membership, in advance of the annual meeting.

I hope this explanation helps make the Club's administrative processes a bit more transparent. If you have any questions about this process, please do not hesitate to contact me.

That's all for this month.

See you at the Club and on the Bay.

Alyn Pruett, Commodore

VICE COMMODORE REPORT

Wow! Is it ever active at our Club these days? During the first weekend in March, we set an Adult Sailing Class record with three separate classes lasting two days each (more about that elsewhere in this issue), and had a very successful first CGSC ocean regatta for the Melges 32 Class off Key Biscayne (also more elsewhere). It's great to see our Membership involved in the Club.

Chef Tara's dining offerings are continuing to impress Members and visitors, alike. There we were on South Beach at Miami Beach Marina after the racing one day during the Melges 32 Regatta. Talk eventually turned to what people were planning to do for dinner. More than one said, "I'm going back to the Club for dinner!" Quite a testament when you're sitting in South Beach.

Meantime, things have to be kept up. While our building and property are generally in good shape, there's never an end to things that come up. We did add four new bar stools last month, bringing the total to 14 now. We'd been a bit under capacity. The bar entrance door broke and has now been repaired. The "T" on the Strip Dock

had fastener issues. Our Chief Engineer, Tom Reese took care of that.

In addition, there are two ongoing projects. We're now taking bids to begin repairs to the concrete spalling areas around the Clubhouse. We're going to do more concrete work on the walkway along the seawall between the Main Dock and the Strip, and we need to replace the door between the Kitchen and the ramp on the south side of the Clubhouse. We also need to tend to the lawn just as soon as our winter regatta season is over.

Finally, thank you for your assistance and understanding pertaining to no double-parking and leaving keys in the Dock Office. We'll be issuing additional parking guidelines soon.

See you around the Club and out on the Bay.

Ron Rostorfer, Vice Commodore



REAR COMMODORE REPORT

What can this Club do? How about run three booths on either end of Miami during the busiest weekend of the year, greeting hundreds of potential members, signing up more than a dozen of them and spreading the word about the Coconut Grove Sailing Club like it's never been done before. That was the scene over President's Day weekend. Determined to build its sailboat fleet and recruit new sailors, the CGSC set up shop in both the Strictly Sail portion of the Miami Boat Show and at two areas within the Coconut Grove Arts Festival. Each outpost had its own mission. At Strictly Sail, we hoped to find new sailboat owners interested in joining the Club. We rented a booth, and Mike Lovelady made what was easily the show's best sign: a gorgeous shot of our mooring field shot by Javier Prado, hanging by shackles from a navy blue sign announcing: Coconut Grove Sailing Club: Where Sailors Belong. Rick Cooper and Commodore Pruett created a hand-out chart of Biscayne Bay marked with the CGSC's favorite cruising destinations, and the Club held two sailing seminars to help spread the word about Where Sailors Belong. At the Arts Festival, we wanted to find new sailors -- young and old. Our youth sailing crew, parents and kids, rigged up Optis and Sunfish and encouraged passerby to take a look. We had two stands-- one outside by the festival's ticket booth, the other by the Club's front gate. How did prospective members find their

way? By following little chalk CGSC sailboats on the ground, of course! Paul van Puffelen headed up the Arts Festival effort, with a big assist by Janice Pruett. (You can imagine who did the chalk sailboats.) And all of this happened thanks to the insistence by Commodore Pruett that we hold membership drives at both the Boat Show and the Arts Festival. He had some pushback on that; with some thinking we should just focus our limited resources on the Boat Show. Alyn thought we could do both, and he was right. More than 50 members signed up to work both efforts, and the Club has probably never seen a bigger concentration of volunteer hours in its history. Our Club was hopping throughout the weekend, more than a dozen people applied for membership on the spot, and we've already had two new boats on the mooring field. Congratulations to everyone who helped with this milestone moment, and please clear your calendars for next year. We're going to need you again!

Doug Hanks, Rear Commodore
ensignmiami@gmail.com



CGSC's Frank Atkinson asks: Pineapple Cup Anyone???

No, it is not a new desert on the club menu. It is an 811 Mile race from Ft. Lauderdale to Montego Bay, Jamaica. It sounded like a good idea. I mean, look at the history of this race, the names that have competed in it. The records, like the elapsed time record Windward Passage held for 25 years. Sailing on the Atlantic side of the Bahamas, down thru Long Island, Around the Eastern tip of Cuba and down the Windward Passage in a breeze to Montego Bay, Jamaica...Wow. It sounded like something that would be perfect for my little boat.

The boat is 'Different Drummer'. A design from 1982 by a guy who was a toy designer and wanted a trailerable 40' boat. I got the boat from my dear friend Ted Naughton, whose dad owned it. It has been tweaked in order to get it to sail well. When new, they were just dreadful. So, after my friend got married and life took over, it sat and was going to ruin in a yard in New England. Having sailed with Ted and his Dad for many years, I knew the boat. So, I made him an offer. Deal done, I picked the boat up in New Hampshire in August of 2009. I had a bit of ocean sailing on my mind. One of the races was going to be the Pineapple Cup. I wanted to go do this race. It was in my head. A mostly downwind race to a tropical location. Perfect. Now I had to get to work...

After a few months of yard work, the mast got stepped and painting done. Tune up races were some Lime Cups, a Key West Race, and a Nassau Cup race. I got some new spinnakers and some electronics. Now, for some crew. Some real good downwind drivers. After all, this was going to be a big time downwind race to paradise right? They were going to be Ted Naughton, (along for the nostalgia)(oh, now that the boat is fixed, right Ted), Jamie Stuart, a good friend from Seattle and one of the best sailors you could hope to race with, Russ Horn, club member, PHRF handicapper and owner of the fabulous "Jammin", and Olympic 470 Sailor Stuart McNay. Perfect, just what we need to keep things smoking downwind on this race!!! Good sailors and a boat that loves it off of the breeze!!

Race day arrives, and we are finally all together at the boat at dock call. Stu McNay reports to the boat with a 101.5 degree fever. We took his temp right there! Sorry Stu, you can't go. Scratch one Olympic Sailor. Rats. We were going to need him. Right, now off to the start. Oh yeah, weather report, Check.. WHAT, NO WIND FORECAST! You have got to be kidding. Nope, three quick fronts were going to move into the Northern Bahamas and possibly back, sucking away our breeze. Forecasters were telling us that faster boats will not see as little breeze as you go further east and south on the course. We were one of the small boats. Not good. Well, lemons and lemonade. Off we go!

The start was spectacular. With IRC going first and PHRF second. Boats Like Rambler 100, Genuine Risk, oh the power. Seeing these guys go past you upwind in 12 knots of breeze is nothing but humbling. What power they possess. We will read about them finishing. They will not even be at the dock when we get to Mobay, with the crews moving them into the Caribbean for the winter racing. Light air or not, they will make their own breeze and be there long before we will.

When we start, I realize that finally, this is happening. I am sailing my boat to Jamaica. How cool is this. Well we need to buckle down and get thru this lack of wind thing so Different Drummer can get to some breeze and get un-leashed! We start well at the committee boat end, and break thru to leeward of one of the boats that owe us time, and we are to weather of one of our competitors, close reaching to Great Isaacs. Free in clear air. We find ourselves minding the Gulfstream which is running fast it seems. We try to stay to the South side of the rhumb line to compensate. Some boats end up going North by several miles. Not good for them we fear... At Sunset, we are passing Isasacs doing 8-9 knots. Nice warm nite, stars by the bazillions. When will the hammer drop?

It dropped that nite toward morning. Big Cruise ships appearing from over the horizon, like moving cities. Many of them. Amazing. The breeze is leaving us as a cruise ship approaches from Nassau going north. He parks it dead upwind from us. The breeze shadow is huge. I think the captain must have seen the radar and figured out the number of sailboats he is around and opts to idle on. Relief, but not for long. Morning comes and the breeze is light. Hark, a Jamaican entry in the race appears to leeward and has tacked toward us, we continue on for a bit then tack on his lee bow (yes, I said tack. Light air, beating to Eluthera). We do not go far as the breeze is leaving us. Clouds appear with their own little showers, and if you are caught under one of them, nothing. No wind, no speed. We decided to try to continue east, and used the leading edge of the clouds to try to escape the doldrums. It works and after a couple of miles, we break free into a bit of air only to lose it again north of Spanish Wells. Hark did not escape and is probably a couple of miles back. Night time comes and we are only just off Eluthera. We think the wind is going to be coming in from the SSE that night and we work south just a couple of miles off the island, but not too close. This works for a while but the breeze is predicted to ease up again...

We work south in whatever wind we can find, trying to get to trades over the next day. Sea state is getting confused and some of the waves are square. We take a pounding the second nite as the breeze picked up into the teens. Still beating though, drat... Trying to get on the tack that is not square into the waves is paramount and we work south during the nite.

Morning comes and we are north of Cat Cay. Our Grib files and the sea state are such that we decide to go 'inside' of Cat. This turned out to be a good move as later on we found that some boats in the class ahead that went outside of the island, lost badly to their competition. We sail south inside and along Cat all day and tack into the leeward side to stay out of chop late that afternoon. The beautiful blue water starts to get awful light. Time to tack back away and keep going south. Day 3 and we are not quite to Long Island yet. After sailing south in light air all nite, morning arrives to find us approaching Long Island. We tack to get on the Atlantic side of it and as noon approaches, the breeze disappears. It is now Tuesday, and thoughts of not making the time limit are becoming the topic of discussion as wind forecasts are grim. Breeze is forecast a bit further south. If we can just get 50 or 60 miles south to the end of Long Island. Better breeze. We also see that the GRIB files show not much wind just south of Windward Passage. Maybe the bigger boats will get whoa'd up a bit. Any help is welcome as we discuss the options.

Not knowing anymore where our competition is, we just want to make the finish. Inside the time limit of Friday at noon. Sailing all this way to Jamaica and not to make the time limit. It goes thru our heads. That afternoon we get some breeze. Close reaching breeze. It continues all night as we pass by Long Island south. Aklins and west rock are next and we go thru there with a million stars to steer by. Speeds now in the 10 knot range. Keep going, south, straight, Cuba and the expected rounding and Spinnaker ride. All day on Wednesday we reach close to make the Eastern tip of Cuba and arrive at sunset. The view is spectacular. It looks like something out of a sailing novel of days of old! This is worth it. We have a day and a half to go 247 miles. We need some help.

The breeze picks up as we go past Cuba to 20 knots, gusting to higher. Up goes the masthead kite as we ease around the Eastern end of the island. Up goes the speedo. Speeds climbing, the ride exhilarating as we are constantly in the high teens with the waves and gusts pushing us forward! The puffs are big and you do not hear them or see them. The boat just accelerates and off you go. The speedo is no longer working as

the bow is out over waves too much. GPS is pinging a few rides in the 20's. Wow!

Soon we have a problem and need to take down the spinnaker and fix the boat. Main only speed is not too bad, but the breeze is dropping. Ride over. Morning finds us 135 miles from Montego Bay. Not such a bad night, but again, breeze is light and it is Thursday now. We need to cover some ground. The wind finally comes up from the SW. What??? Are you kidding me? Well, it fills in and clocks quickly to the SE. It begins to freshen and up goes the fractional spinnaker. The waves are building and so are our speeds. By 2pm, the trades have found us and we are launched again. Off one wave, steering to pick up another. Wind on the quarter, and speeds stay in the mid teens. Wonderful. The boat is like it is on rails and is flying downwind. We have a chance as the miles tick off. I watch the GPS consistently watching the mileage melt on the wave train to Montego Bay. Closer and closer as we are now 50, 40, 30 miles from the finish. It is only a few hours after dark as we roll on. We are going to make it! 25, 20, 15, miles to go...NOT SO FAST> It is now 10pm and it is time for the Trade winds off Jamaica to go to bed. Bye Bye breeze till tomorrow. This is standard fare and we knew it was coming. We are becalmed 12 miles from the finish and at 10:30 I go below. Two hours later, the night watch has cut 4 miles off of that. How did that happen!! We had some breeze come down out of the hills and the cool ripples moved us slowly toward our goal of the finish line of f of Montego Bay Harbor. Slowly we creep in trying to keep the knotmeter registering something, anything... 7mi, 6mi. It is 3 in the morning. At 5mi we make our required approach VHF call to the Montego Bay Yacht club Race Committee. They answer us as there they are waiting for all to finish. It dawns on me that we are really close. We can make this deadline. 3miles, 2 miles. I can see the buoy. Knotmeter reads 00.0. Still we are creeping closer, Current! I will take what I can...1 mile, I can see the boat. Finally at 5:15 AM on Friday we finished. Oh, what a rush...!!!! Montego Bay Jamaica. Thanks to the last day of wind, Different Drummer upheld her end of the deal...

We finish and are lead to the dock by the Jamaican Defense Force and the Club boat. When we tie up, it is dawn and we are handed a case of iced down Red Stripes. Too good! The crew is smiling as we made our deadline. The crew's wives, Vicky, Pat, and Steph are on the dock telling us we are the first boat in class to finish! Wow. Everyone is just beside themselves, when we thought that we might not even make the time limit two days ago. What a turnaround in the way you were thinking!!!

We finish first in our Class and are 3rd in the PHRF fleet over all. Not bad for first timers! We eventually find out that we are the smallest boat to finish the race. Also we are the recipient of the cook's trophy as last boat to finish. No one in our class made the time limit of noon that Friday... Thanks Different Drummer.

The crew was outstanding in all the light air, no one grumbled. Everyone kept working hard and we put ourselves in a position to always capitalize on what was coming, or so we thought. It seemed that we made most of the right decisions going back 3-4 days. What a surprise that is!



Oh, on the boat, left to right, Russ, Ted, Frank, Jamie.

At the Awards, Jamie, Frank, Russ, Ted was flying.



From The Manager...

With the success of our Arts Festival and Boat show booths at the end of February, our March Club activity has been outstanding. Not only did we take in close to twenty new members during that weekend, but the residual effect is quite obvious from an operational standpoint. Our membership base is still growing as a result and our Learn to Sail Program is bursting at the seams with new students. Our Marketing Committee has been hard at work contacting the 125 plus Club inquires that we've received during the shows and we hope to bring in more students, members and boats from the exchanges. Some of you may have notice Chef Tara walking around with bunches of herbs in hand. She has been harvesting much of her herbs from the Sailing Club "Herb Tender" located by the back bar. Our Bartender and Horticulturist Jeffery Timmons and Tara have been working in concert planting, feeding and pruning these wonderful aromatic plants for your enjoyment. Weekly Theme Nights continue to be more and more popular thanks to our culinary and service team and Live Music Fridays are still a Club favorite. Be sure to check our website for updates on drink specials and entertainment. The Coconut Grove Sailing Club Employees have been issued blue parking stickers. This will help differentiate between member parking, staff parking and parking violators. As the Regatta season winds down I would like to thank the Race Committees, Board of Directors and the General Membership for their support of these important events. As a new comer here at CGSC, the last few months of race events have been extraordinary for me and I assure you that none of it could have been possible without everyone involved. We should all be proud of CGSC's success.

Enjoy the Club...Pat.



GALLEY NEWS

SOCIAL NIGHT TUESDAYS:

Check online for food choices.

Wednesday Theme: Caribbean Spice

Chef Tara features a few appetizers and main dishes that represent Caribbean cuisine. Visit our web site or call the office at ext.18 to inquire about the specials for the month.

Thursday Theme: Burger Fest

Every Thursday, Chef Tara will feature four specialty burgers recipes that will tingle your imagination and taste buds. Check the web site for current options or call ext 18.

WEEKLY HOURS OF OPERATION

Monday: Bar and Kitchen closed
Tuesday: SOCIAL NIGHT; Bar open from 4-9 pm;
Food served 6pm-8pm
Wednesday: Bar 4-9 pm; Kitchen 5pm-9pm
Thursday & Friday: Bar: 11am – 9pm;
Kitchen 11am-2pm and 5pm-9pm
Saturday & Sunday: Bar and kitchen 11am-9 pm

from page 1

and Race Committee alike had serious concerns, but our support boats made the trip over on schedule. Enter Melges' selected PRO, International Race Officer Hank Stuart from Rochester, NY. He announced that there would be racing on schedule, so RC and competitors alike departed MBM as planned.

The big issue was getting through and out of Government Cut. Our guys and gals were able to do this, and continue south to the race area. The nature of the shelf off Key Biscayne is that if you need an east-west runway, you have to go south where the shelf is wider. So, with the strong easterly on Friday, that's what we did, setting up not that far NE of Cape Florida Light.

That's when the trouble started. Our 42 ft. power Signal Boat dragged anchor on the first set, and the drive shaft for the windlass sheared off when we tried to pull the anchor in. It was raised by hand and was seriously bent when it came on deck. We ended up using one of the competitor's big Protector RIBs as the start line boat on Friday and Saturday, with our power boat hovering around as Signal Boat. Racing got off basically on schedule in the hard easterly, and the planned three races were sailed on Friday. Some of the competitors were amazed that we didn't send them in after on or two races due to the conditions. That said, CGSC's support boats, Susan Walcutt's Contender 27, David Kurtz's 22 ft. Robalo, and our own Key Largo 2100 skippered by RC veteran Dennis Jansma performed flawlessly – one of the greatest days of the CGSC Race Committee in recent years.

At the end of the day, John Kilroy, Jr.'s Samba Pa Ti from Los Angeles with a 4-1-2 day had a three point lead over Lanfranco Cirillo's Fantastica from Venice, Italy. Dalton DeVos' Delta from Macatawa Bay, MI was third. It had been a rough day for all concerned.

Saturday dawned with the promise of better conditions. If so, it certainly was a slight difference. The wind was now a bit south of east, so the RC set a more northern start line, hoping to fit the 1.8 nm windward leg into the shelf area without going so far south. It worked. Three more races were sailed on schedule. Samba with Nathan Wilmot on tactics had another great day, adding a 1-2-2 to Friday's score, and taking a commanding lead in the regatta. Jason Carroll of New York City with Charlie Ogletree on tactics (yes, Jason has a Melges 20 also as reported elsewhere in this issue) had a strong 6-1-1 day. However, young Ryan DeVos, with rockstar Ed Baird calling tactics was in second with 17 points.

What a turn around for Samba, which was an also ran in the Rolex Big Boat Series and the following Melges 32 Worlds at St. Francis YC in San Francisco back in September. They celebrated on the dock, hosting a pre-announced Dock Party, complete with surprise Carnival dancers from Brazil with colorful (and scanty!) dancing outfits. Soon, everyone was in the Samba line up and down the dock. The Samba crew served appetizers from their Dock Box!

Sunday was much more civilized, with southerlies in the mid-teens, another day of sparkling sunshine, and great racing conditions off Key Biscayne. Our support boats appeared from around the corner of the USCG Station, and the day was underway.

CGSC's Race Committee work was flawless again, and the remaining two races were sailed on schedule. We even had Bill Braddon's Tondelayo out as a Spectator Boat, courtesy of Bob Olmedo's organizing abilities. CGSC's Maryann Etkin received special kudos as our Regatta Desk Officer under a canopy tent near





the docks at MBM. Special thanks to M32 Class Administrator Joy Dunigan for her tireless efforts on behalf of the Class.

It was a very happy crowd that gathered outside at Monty's for the trophy presentation. The M32 Class provided appetizers. CGSC's Ron Rostorfer was given a trophy for organizing the event, which was accepted on behalf of the Club and our RC and will be displayed in our hallway Trophy Case. Hank Stuart also received a trophy for his outstanding job as PRO. Samba was the winner, dropping their first race 4th place. You know it's a good regatta when you drop a 4th place! Jason Carroll took second by a point over Ryan DeVos with rockstar Terry Hutchinson calling tactics. A huge, 17 point victory for Samba. A fourth place average would have won the regatta.

The performance of our support boats and their skippers and crews was absolutely outstanding, again perhaps the greatest demonstration of race management capability at CGSC in modern times. This included Susan Walcutt's Contender as Mark Boat with Jeff Butzer, Kit Temple, Cathy Buller and Dorian Goldberg. The Gate Boat, our own Key Largo, was skippered by Dennis Jansma, with Debi Jansma and Ryan Alexander.

Our Pin Boat was Past Commodore David Kurtz's Robalo with Art Auwaerter and Barbara Safiullin. Melges 20 Skipper and CGSC Member Marc Hollerbach skippered his Donzi, with Freddie Sambolin and Bonnie Padgett aboard. David Bannister's Soulmate also assisted on Saturday, with crew Jan and Mike. On the Signal Boat and Starboard Line Boat is was PRO Hank Stuart, Deputy PRO Ron Rostorfer, Timer Dottie Rostorfer, Scorer Jo Ann Mathieu, Chief Recorder Annie Edwards, Esther DiLeo, Sounder Susan Schultz and Skipper Mark Lowell.



ADULT SAILING REPORT

This past weekend of March 5 – 6, 2011, was a milestone for our Adult Training Program at C.G.S.C. For the first time ever, we had three adult training classes simultaneously in session both days on the same weekend. Those were the (1) Sunfish Learn-to-Sail Class, (2) Basic Keelboat Course and (3) Basic Cruising. It was only a few years ago that we had only one adult class each month on the Sunfish. We have been building steadily as we know the demand is there, and now, we have several multiple and varied classes and clinics each month, which also includes our Flying Scot program, headed by Bud Price. With lots of new members coming aboard, and many with the goal of learning to sail or improve their current skills, the timing couldn't be better.

We continue to need certified, quality instructors and also member volunteers, especially to help with the monthly Sunfish activities. If you are interested in becoming an instructor or helping with our classes as a volunteer, please contact Nick Mansbach at Ext. 11, or Richard (see below). We welcome Ed Benitez, our newest addition to our adult instructor staff. Ed is a US Sailing certified instructor, who comes to us with some solid experience, and will be helping us with both the Sunfish and keelboat (Ensign) classes.

Many thanks to everyone who staffed both the Boat Show booth and the CGSC Arts Festival booth who helped spread the word about our adult training opportunities. There has been a profound effect with many inquiries and new registrations

for various classes.

Our Member Use program continues to gain interest and is growing. If interested, please be sure to check our website for [Member Use Guidelines](#) before calling for information.

The current schedule for Sunfish and Keelboat training classes and clinics for April is as follows:

<u>April</u>	<u>Activity</u>
1, 8, 15, 22, 29	Weekly Sunfish Clinic - 10AM – 1PM
2 – 3	Sunfish Learn-to-Sail – 9AM – 4:30PM
2 – 3	Basic Keelboat – 9AM – 4:30PM
9 – 10	Basic Keelboat – 9AM – 4:30PM
9 – 10	Basic Cruising
23 - 24	Flying Scot Class
24	Small Boat Sandbar Clinic/Rendezvous 9AM – 3PM
27 – 30	Bareboat Cruising
30 – May 1	Sunfish Learn-to-Sail – 9AM – 4:30PM

Thanks for the strong support and encouragement we continue to receive from everyone.

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

Richard Crisler, Chairman – Adult Training

305-342-4775

crisler@mindspring.com



View from the Signal Boat

The CGSC Race Committee had another first over the March 4th-6th weekend. For the first time in the Club's history, we were the RC for the off shore 2011 Melges 32 Miami Championships. Eight races were run in challenging conditions (small craft warnings) but all the participants had a great time and the RC got some fantastic experience.

The second week of March was the second Annual Bacardi Miami Sail Week. CGSC provided the Race Committee for the Melges 20 Miami Winter Series #3. The 20s were joined by their older sister fleet, the Melges 24, with a total of over 50 competitors. Races were held on Thursday, Friday and Saturday, March 10-12.

On St. Patrick's Day, we hosted the Rotary Spring Break Regatta. Young sailors attending CGSC's Sailing Camp during Spring Break finish their training with a Regatta to show off their new skills on the 17th. Brand new sailors will be making their way around the buoys in the Anchorage while the Opti Green, Opti Red/White/Blue and Laser sailors will be racing on a courses south of Island E. Funds raised from camp

provide scholarships for local kids to attend future sail camps.

We wrap up the majority of our racing season with the three day Don Q Regatta, March 18-20, 2011. Once again, our Snipe Expert, Jaime Ramon, will serve as PRO for the 3 days of racing for an international fleet of over 50 snipes.

April will give the Race Committee a much needed break from the busiest Regatta season in our history. Time will be spent brushing up on skills with planned training classes for GPS and Race Course Geometry as well as Support Boat Handling over the next two months.

As you can see, the CGSC Race Committee is a very active part of the Sailing Club. We are always looking for new recruits - no experience is necessary. We will train you, feed you lunch and buy you two drinks at the end of your day on the Bay.

Susan Walcutt
Race Committee Chair



Rendezvous News

Urban Cruising

Oleta River State Park proved to be an unexpected pleasant surprise. I hitched a ride on Sirocco to the rendezvous as Effortless was serving as signal boat for the Barnacle Washington's Birthday Regatta. Rick Cooper was my captain and he shared stories of his weekly trips down the intracoastal during the time that he kept his boat in North Miami. The winds were light so we motored under the bridges and up the channel, noting the changes in the skyline since his last trip down the waterway over 10 years ago. Bruce Penrod, our host, got an early start to make it under the Julia Tuttle bridge at low tide. Leaping Groundhog's mast is 57' high and the bridge opening is only 56'. Rumor has it that the engineer for this bridge was dyslexic. All the other bridges on the intracoastal are 65' high.

Christian and his crew greeted us in his Compac 16 after we cleared the Broad Causeway bridge and directed us past the Haulover sandbar, and Oleta beach to a perfect anchorage surrounded by pines and mangroves.

Dolphins, tarpon and kayakers cruised past our raft up and Effortless arrived just as the sun was setting and we shared a potluck dinner. The Compac anchored off

the shore and her crew spent the night in one of Oleta's rustic cabins (air conditioned) rustic? Sunday morning after potluck breakfast of eggs, bacon,

fresh fruit and sausage, Bruce led us through a pine and mangrove shaded kayak track where we caught glimpses of the bikers on the rugged trails above us. The Compac provided launch service to newcomers who arrived by land then sailed off while we headed back to Miami. Unfortunately, the weekend power boat traffic made for a rough trip back, we should have spent an extra night and returned home on Monday.



Join us April 9th for our next Land or Sea Rendezvous at Chicken Key. It's a short trip down the bay and you can sail down or drive

and put a kayak or canoe in at Matheson Hammock. We'll explore the mangrove creeks along the coast and try to find the pirate house. Please contact me if you are interested in crossing to Bimini and Beyond, Father's Day Weekend. We plan to keep going to Abaco from there.

Janice Pruett
jbpmom@aol.com



GOOD BREEZE FOR MELGES #2 REGATTA

Twenty-three Audi Melges 20's, accompanied by eleven Melges 24's came to Coconut Grove Sailing Club February 11-13 for our Audi Melges 20 Miami Winter Series Event #2. They weren't disappointed! It was another great regatta for these boats, with all six scheduled races sailed in a good breeze.

The Competitors' Meeting started things off on Friday evening, followed by Chef Tara's great appetizers for the Welcoming Party. The view from the deck with all these race boats rafted off our docks and on our moorings was spectacular.

Saturday dawned gray and rainy, which continued into the early afternoon. However, a good, mid-teens northerly breeze was also present, so away we went. Four races were sailed that day. The leading scores between the two classes were virtually identical. In the 20's, Paul Reilly of Chicago aboard Red Sky Sailing posted a 2-1-2-1 day for a very comfortable lead. In the 24's, Milan, Italy's Riccardo Simoneschi aboard Audi had a 1-2-1-2 record for the day, and another comfortable lead.

Sunday was pure "Chamber of Commerce" weather – steady NNE breeze at 12-15 knots, bright sunshine and flat seas. It was one of the best racing days ever in our (then) five regatta history with the Melges fleets, stretching back to last winter. Jason Carroll of New York City aboard Argo posted a 1-2 for the day to place 2nd over all in the 20's behind Red Sky Sailing. Kent Haeger of Lake Forest, IL aboard Mach Schnell was 3rd.

In the 24 fleet, Brian Porter's Full Throttle of Winnetka, IL had a very good day posting a 3-2 to finish second for the regatta behind Audi. Kristen Lane's Team Brickhouse from Tiburon, CA was a point back in 3rd.

It was a happy group that assembled for the trophy presentation Sunday afternoon. CGSC's Shore-side Chairs, Richard and Maryann Etkin received a special award for their service from Melges President Andy Burdick. All in all, another great regatta in what will be the most active winter regatta season in the modern history of our Club.

CGSC's Race Committee turned in another great performance. Mike and Karen Castleberry's Tartan 372 was



again the Signal Boat. Taran Teague was our guest PRO, and the Signal Boat crew included Marvin Schenker, Dottie Rostorfer, Jo Ann Mathieu, Anne Edwards, Bonnie Padgett and Steve Washburn. Up to windward it was Kit Temple, Susan



Walcutt, George Bradley, and Barbara Safiullin. The Pin Boat was skippered by David Kurtz, with Ron Rostorfer, Sherry Pearsall and Esther DiLeo. Niall O'Brien skippered the Gate Boat with Mark Foster and Derek Cohen.



In Memorium...

Frank Richmond
1930-2011



Long time member Frank Richmond passed away at the age of 81. Frank was retired from the Dade County Zoning Department. He loved to travel and was a collector of antique clocks and music boxes. Frank owned the Blue Star, a daysailor which he kept on the moorings for many years.

In Memorium...

Eda R. Umpierre
1929-2011

We regret to inform you of the passing of Eda R. Umpierre, wife of former commodore Tony Umpierre who preceded her. Eda was a vibrant member of the club and helped, until recently, with the race committee. Her smile and sense of humor will be missed by all.

A Mini Sailor Finds a Home Away from Home!

On February 16th, two Canadians walked in to the Coconut Grove Sailing Club's Dockmaster office. It was late in the afternoon and we were spent. 48 hours of non stop driving from Toronto Canada with my mini in tow, a near catastrophic moment with a snow storm and doing a 180 spin out on the highway near Erie dropping the truck into a five foot snow bank, and three days trying to get my mini launched in Miami had us at our whit's ends. Standing at 5'2", a little stressed, and desperate to get my mini in the water and on to her mooring ball, I explained who I was and hoped that my on line mooring ball booking was in good shape. Little did I know that this was going to be the beginning of a phenomenal relationship and indeed a new branch of the "One Girl's Ocean Challenge" family. The first person we met was Nick....your Sailing Director. Nick made sure that we had a deep enough draft mooring, that the office had us all sorted out and that we knew how to get the Mini over from Shake A Leg where we were launching her, without running aground.

During all of this the topic of what brought us to CGSC came up. More specifically, Nick said "When are you doing the race"? My race year is 2013. The Mini Transat race is from France to Brazil single handed in a 21 foot Mini 650. I had come to Miami to do a qualifying run that would take me from the Miami Sea Buoy out through Northwest Providence Channel to an Ocean Waypoint due North of Great Inagua and mostly East of Hole In The Wall, then upon reaching Great Inagua my run would take me back to the Sea Buoy through the Old Bahama Channel...non stop. Nick's response was straight up. "Cool. We like you guys. You mini sailors are a different breed. We had Clay here a few years ago." Then I saw the pictures of Clay up on his office wall. Nick continued to make sure we were all sorted out and the next morning my training partner Nick (different Nick) and I brought my Mini around to her mooring ball. The rest of my time here at Coconut Grove should have been relatively straightforward. Prepare the boat for the 1000 nautical mile qualifier, do the run and head home. My reality of course was very different.

The next few days were spent getting the boat ready, tuning the rig, sorting out sat phone and email connections, getting my training partner on a flight home, a parking space for the truck, and a mooring ball to come back to. Life wasn't supposed to be this complicated, and let me tell you, I was feeling horrible at having landed on the doorstep and the good graces of CGSC without warning them. Two years ago a fellow mini racer did this same run as I was about to attempt. He launched his boat at Shake A Leg and life was simple. He

also stayed in a hotel. I didn't have a hotel and only learned at the last minute that Shake A Leg didn't have the facilities to support someone staying onboard. Their suggestion was "check out CGSC...they have mooring balls for \$20 / day". As my days progressed at CGSC I met some amazing people. Pat, Dwayne and Lee were wonderful at shuffling me back and forth randomly and at odd hours. The ladies in the office were great with any crazy question I had. Every Flag Officer and Board member I met offered to help or do something to make my time at CGSC wonderful. I lost count of the number of members and visitors I met who were intrigued with my little adventure! Then I met Dave Holland. Dave took it upon himself to make sure that I didn't starve while I was there. We shared many a great meal together and many a great story about sailing adventures.

Throughout all of my preparations and indeed my return, a theme was developing. "check out the Mini". I would be out on the mooring ball working away and the water taxi would come past with a boatload of people. Nick would say "never mind about us, I'm just showing people what you're up to". Fact is that I was also constantly running into stumbling blocks, and it was often Nick who was there to fix it for me. Whether he sourced the person with the answers, or showed me how to find a place, or made sure I could do laundry, or indeed ensured that I had a mooring ball and a place to park my truck....he was there.

On February 19th I started the engine, motored up along side my mooring ball and cast off. My 1000 nautical mile solo passage adventure was about to start. I was ready and in excellent shape for anything that would come my way, and it was all because of the phenomenal support and help from the members, staff and visitors of CGSC. 11 days and 1286 nautical miles later I returned to my quiet little mooring. Granted, I returned in a non traditional fashion with the help of Sea Tow, Nick and Dave, but The trip was a wonderful success because of CGSC. In the days to follow I was given an opportunity to spend some time with the sailing school kids and the members. It was an honour for me to share my stories with the kids and spend some time with them on the water, as well as share my stories with your members and visitors. It was also the least I could do in return for all of the amazing support I had received. There are not enough Thank yous in the world. I landed on your doorstep, gave you no notice or warning and you welcomed me with open arms. I have made some great friendships at CGSC and I will treasure them always.

Thank you Coconut Grove Sailing Club for being such wonderful people. You will hold a special spot in my heart for always.



**Fri, May 13 to Sun, May 15
Annual CGSC Rendezvous
to Elliott Key**



Avast, ye mateys!

Chill the grog and salt the gruel. It's time to board your favorite pirate ship and head south for Elliott's Key. We got shipwrecked near there last year, but now it's back to a swashbuckler's retreat. Games, food, drink, and a weekend of sailing fun. This is the Club's greatest tradition. Don't miss it!

Cost: \$25 per adult, kids 7 to 15 half price. Kids six and under: free. Make reservations at the CGSC Main Office or by emailing Lauren at laurensimpson@cgsc.org. Questions? Contact Rear Commodore Doug Hanks at ensignmiami@gmail.com.

Sailing for Every Level

CGSC Sailing Classes are open to everyone and we have classes for all skill levels. Members receive discounts in the CGSC Adult Sailing Program. From a beginner's course on a Sunfish to a one-day primer on spinnaker skills on a Flying Scot to a three-day course on bareboat cruising, there is a class waiting for you at the Club! Check out cgsc.org/adult-programs for more details.

The Schedule:

Basic Keelboat/Ensign

April 9-10 and 16-17
May 14-15 and 21-22



Learn to Sail/Sunfish

April 2-3



Intermediate/Flying Scots

March 26-27
April 23-24
April 30-May 1



Basic Cruising

April 9-10



Bareboat Cruising

April 27-30



Spinnaker Skills

April 9



Small Boat Clinic

April 24
May 29



Communicating With The Big Guys

During the last three years my wife Nell and I have sailed our Tayana 55, Moon Dancer, 12,000nm along the Eastern Seaboard and throughout the entire Caribbean. While we had some excellent CGSC crew for the longer off-shore legs like the Puerto Rico to Bermuda to Nova Scotia and the Puerto Rico to Venezuela trips, 9,000 miles has been without crew.

We run a standard 4 hour watch system and have strict rules about keeping a 'weather eye' out for other boats. We have an excellent Raymarine 4kw 48nm radar but do not have an AIS, we were waiting for the Raymarine receive/transmit model to become available and planned to buy one when we returned to the States.

In late November we were in the San Blas Islands in Panama when Nell got bored with the idyllic peace and tranquility so we headed for Grand Cayman, a 600 miles trip, which required us to cross the shipping lanes heading for the Panama Canal. We had been at sea for two days and were about 150m from the Canal when we encountered a very significant line of heavy rain squalls.

While our radar is excellent and allows us to detect big ships at 30+ nm at close range targets get lost in heavy rain even with the rain attenuation set. While I normally keep the radar set at 20+ mile range I was using it at closer range so that I could try and judge the intensity and direction of the heavier parts of the squalls in the hope that I could avoid the worst parts of the squalls. The squalls were more rain than wind but still worth avoiding if possible.

Suddenly a large ship emerged from out of a heavy rain squall; she was less than 2 miles directly ahead and on a reciprocal course which put us less than 5 minutes from a potential collision. As I grabbed the radio and started the engine she disappeared back into a heavy rain squall.

"Ship at 11 deg 37 north 78 deg 57.8 west I am the blue sailboat directly in your path on a reciprocal course, range less than 2 miles distant, do you have me on radar or visually?"

The watch officer who spoke excellent English with an Indian accent responded within seconds.

"Sailboat, I do not have you visually or on radar! Please choose the safer side to pass."

"Let us pass starboard to starboard, I am altering course to port." I said.

"Sailboat, starboard to starboard, I am altering course to port."

I then hardened up on the wind so as to sail at right angles to his course and two minutes later she passed us about 300 yards distant.

"Ship, thank you very much for your courtesy." I said.

"Sailboat, thank you for using the radio to negotiate the passing, many sailboats do not and it makes our job much harder."

Both my wife and I contact big ships when there will be a close encounter, especially at night, to ensure that they have



'Moon Dancer' at anchor in the San Blas Islands.

seen us and only once has a watch officer been less than polite and professional.

This incident illustrated two important points:

*One that big ships will respond to sailboat and are willing to change course to avoid you.

*That when sailing off the wind you should not carry more sail than you can carry hard on the wind. This incident might have had a different outcome if I had been over canvassed when I needed to change course.

Next we buy the AIS!

We now plan to revisit the nicer places in the Caribbean, especially the ones with great scuba diving and next year we will be crossing the Atlantic.

Phil & Nell Kellett presently in Puerto Morelos, near Cancun Mexico.

In Memorium...

Frank Robert Quinlivan


1946-2011

Our sympathies are extended to the family of long time club member Rob Quinlivan who passed suddenly on March 7th at his home in Fernandina Beach. Rob was active in the sailing program, often helping with the classes, and a member of the race committee. He also served as the Pier 7 Representative.

An avid sailor, Mr. Quinlivan recently converted a mid 1960s Hudson Bay Sailing Packet to a fully solar powered electrical motor vessel.

Please share his life story at www.oxleyheard.com

APRIL 2011

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
28	6 pm Social Night	5 pm Caribbean Cuisine	12 pm Rotary Club 10 am Adult Sunfish Clinic 5 pm Burgerfest	7 pm BAND: Tall Boy	*Beginner level sailing *Green Fl./Beg.racing *Red, White, & Blue/ advanced racing *Laser/420/Flying Junior racing	Learn to Sail/Sunfish
29		30	31	1	2	3
4	6 pm Social Night 7:30 Race Cmt. Meeting 7:30 Sea Scouts	5 pm Caribbean Cuisine	10 am Adult Sunfish Clinic 12 pm Rotary Club 5 pm Burgerfest	7pm BAND	*Beginner level sailing *Green Fl./Beg.racing *Red, White, & Blue/ advanced racing *Laser/420/Flying Junior racing	Spinnaker Sails Basic Cruising Basic Keelboat
5		6	7	8	9	10
11	6 pm Social Night	5 pm Caribbean Cuisine	10 am Adult Sunfish Clinic 12 pm Rotary Club 5 pm Burgerfest	7pm BAND	*Beginner level sailing *Green Fl./Beg.racing *Red, White, & Blue/ advanced racing *Laser/420/Flying Junior racing	Basic Keelboat
12		13	14	15	16	17
18	6 pm Social Night 7:30 Sea Scouts	5 pm Caribbean Cuisine	10 am Adult Sunfish Clinic 12 pm Rotary Club 5 pm Burgerfest 6:30 pm General Meeting 7:30 pm Officer Board Meeting	7pm BAND	*Beginner level sailing *Green Fl./Beg.racing *Red, White, & Blue/ advanced racing *Laser/420/Flying Junior racing	Happy Easter  Small Boat Clinic Intermediate/Flying Scots
19		20	21	22	23	24
25	6 pm Dollar Dogs	5 pm Caribbean Cuisine	10 am Adult Sunfish Clinic 12 pm Rotary Club 5 pm Burgerfest	7 pm BAND	*Beginner level sailing *Green Fl./Beg.racing *Red, White, & Blue/ advanced racing *Laser/420/Flying	Bareboat Cruising Intermediate/Flying Scots
26		27	28	29	30	May 1