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MAY 2013

Snipes Have “Serious Sailing, Serious Fun”

The Snipe Class slogan is “Serious Sailing, Serious Fun.” After spending the weekend covering the XLVII Annual DON Q Rum Keg regatta,

I have to say they take their slogan, well...., seriously. Thirty eight Snipes from nine different countries converged on Miami’s Biscayne Bay for the second stop of the Snipe Winter Circuit. The Don Q is a five race event with no drop, so every race is serious. One false start or bad shift can make the difference between trophies or memories.

Friday brought out another Miami chamber of commerce day with clear skies, light to moderate northerly winds and temps in the low seventies. Race one got under way at a very civilized noon. Ernesto Rodriguez with crew Julia Melton jumped out to an early lead, and never looked back. Ernesto had been scheduled to sail with perennial Snipe champion crew, Kathleen Tocke. When it looked like illness might keep Kathleen on the dock, Augie Diaz stepped in and offered to have his



John Payne © JOHNPAYNEPHOTO.COM

crew Julia join Ernesto. According to Ernesto, “That’s the great thing about this class. Everybody helps everybody. For Augie to offer to have Julia sail with me

is the ultimate gesture of sportsmanship.”

Kathleen decided she felt well enough to sail the first day, and joined Augie to earn a first day score line of 5-1 leaving them in first place over former world champions Bruno Bethlem and Dante Bianchi of Brazil who rolled a 4-2. Ernesto and Julia’s 1-6 left them in third. After the two scheduled races, the fleet was back on shore early enough

to go out and explore the local Coconut Grove nightlife. It seemed like half the fleet wound up at Scotty’s Landing a local waterfront restaurant and favorite of the sailing community.

Day two began with a postponement on shore. The predicted sea breeze was late in arriving, which gave the sailors time to talk shop, with many of the more seasoned Snipe skippers offering rigging tips to the



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Cover photo of Melges 20 race courtesy of Joy Dunigan; OPTI Orange Bowl Regatta.

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COMMODORE'S REPORT

You don't have to look far to find reasons to be proud of the Coconut Grove Sailing Club. But one Saturday night in March offered more opportunities than usual.

This was our Flip-Flop Fête , a fund raiser for youth sailing that generated \$6,000 to expand our mission of nurturing the next generation of Miami sailors. About 150 members and guests turned out, so forgive me if you know the details already. But first the backstory: this event required as much volunteer effort as we've ever marshaled.

Our Auction Committee grew every day, with members asking local business for donations. Special thanks to Treasurer Frank DeLaurier and Kathleen Hatfield for heading up that effort, and our core of relentless donation seekers: Secretary Sigrid Beckman, Kathy Kesler, Patricia Murphey, Sandrine Quenee, and Molly Welsh. Brian Donahue, as usual, came through with some clever graphics for our auction displays, and Sigrid created the suitable-for-framing poster.

As a Youth Sailing fund-raiser, we wanted to have the party where the kids spend their time. So this would be a Lawn party. That's not easy when the sun goes down. Where to eat? How to see the items? Janice Pruett and Rear Commodore Paul Van Puffelen headed up this effort, creating what I can safely say was the most dramatic transformation of that ground level in Club history. In came the tents, the lights, the spinnaker backdrops, the pinwheels, and, of course, the tiki bar. The night opened with a steel-drum player and the free daiquiri bar on the Main Dock. But the main draw was our Auction Tent, with a mix of items up for bid to match any budget. We had chocolate-chip cookies and two nights at the Ritz-Carlton. We had sunset cruises on Effortless and fine jewelry. Winch handles and works or art. Dancing on the Lawn to Black Star (yes, we followed frontman Bruce Turkel in a dancing line while he played the trumpet) and a dinner of ribs and shrimp in the transformed picnic area. (What happened to those soda machines?)

And it was on the bid sheets where we saw this Club's famous commitment to Youth Sailing. The bids kept going up. People were bidding \$60 for \$50 gift certificates!

It was so encouraging to see the support, on all levels. Now for the big question: How are we spending the money?

Paul has worked up a great plan for expanding our youth-sailing outreach. First, we're increasing our scholarship fund from \$10,000 to \$15,000. You'll see that on the proposed FY13-14 budget to be voted on at the June 7 Annual Meeting. We're also establishing a "regatta fund" to help cover travel costs for families who otherwise couldn't attend regattas with our team. And finally, we are purchasing four new Optis so that we are able to accommodate more young sailors who don't own boats of their own.

Obviously, the \$6,000 doesn't cover all of this but it gave us a great source of funds we could leverage for even more progress. I hope you'll agree these are all great investments. We'll be looking to raise more money next year (somehow!) so we'll see you at the Fête.



Doug Hanks, Commodore

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VICE COMMODORE'S REPORT

Since joining the CGSC Bridge in 2010, I have been fortunate to witness an exciting revival at the CGSC. In the beginning, I watched the club's Senior Leadership forge a lease with the City of Miami that when once signed in 2011, gave us assurance that the CGSC was going to have a home for years to come. With solid sailing programs already in place, energy was then focused on building on those prior successes. CGSC veterans and new members with new visions came together to accomplish one goal, which was to create sailing programs that encouraged the sport of sailing, and fostered a spirit of cooperation and good fellowship. Nearly every sailing program offered at the CGSC has seen phenomenal growth and that is something we should all be proud.

During my time as Vice Commodore, I have worked with many dedicated people to help improve the CGSC experience for our members. For example, volunteers showed up for the annual Work Weekend to repair, install, garden, and paint. I have also experienced our staff coming up with new ideas to provide better service, so that the members could enjoy their time at the club with family and friends. I am proud of the entire CGSC community's accomplishments this past year and I am confident that we will continue to see exciting changes around the club.

Nearly a year ago, the members of the CGSC were asked to respond to a survey that focused on their CGSC experience. With the results of that survey in hand, the CGSC Board of Directors and the CGSC Bridge has endeavored to address the negative items and build on the positive ones. With equal fidelity, we will continue to work for the betterment of the CGSC. Here is list of some of the improvements we hope to provide our members in the upcoming months.

1. Remodeled restrooms on the second floor of the clubhouse. These aren't the only restrooms that need attention, but we have to start somewhere.
2. Improvements in the main room that will limit the noise and the commotion coming from our hard working crew in the kitchen. If you come to speaker nights or general meetings, you know why this

needs to be done.

3. Additional staff. From the waterfront to the clubhouse our goal is to improve our services and the overall condition of the CGSC facilities. A few more hands will help us get that done.
4. Tackle maintenance issues that must be addressed. Concrete spalling is on the top of that list.



We have covered a lot of sea miles over the past few years and we still have many more to go. For instance, we are diligently working on the engineering and installation of the improved mooring field, which is specified in our lease with the City of Miami and must be completed by June 2016. We are on schedule and I know you will be hearing more about this topic in the near future. Stay tuned.

The CGSC has always been and will continue to be a club where people can relax and enjoy sharing their love for the water and sailing. So together, as we face challenges that may arise from time to time at the CGSC, we will honor our past and welcome our future.

In a past Channel article, I reached into my shallow bag of literary memory and used the well worn line spoken by Rat in "The Wind in the Willow" that goes, "there is NOTHING--absolute nothing--half so much worth doing as simply messing about in boats." Well, Rat continues his daydreaming about boats and I think he captures the feeling that I share with most of my fellow CGSC shipmates. It goes like this.

"In or out of 'em, it doesn't matter. Nothing seems really to matter, that's the charm of it. Whether you get away, or whether you don't; whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you're always busy, and you never do anything in particular; and when you've done it there's always something else to do, and you can do it if you like, but you'd much better not."

Fair Winds

Sean Connett, Vice Commodore

sean.connett@cgcs.org

Fleet Weekend

Thanks to everyone for giving unselfishly of your time and talents to help us towards completion of this six (6) day project to brighten up our Ensigns Fleet. Though we were rained out occasionally, we accomplished a lot. Here are some pictures from day four. Hopefully, by Monday afternoon, we will be putting the Ensigns "back together" for their continued "work-horse" roles in our Adult Instructional Programs at CGSC.

Thank you again...Richard



Fleet Week Volunteers



continued from page 1

newcomers. This is another nice facet of Snipe sailing. Peter Commette said, "We all try to help everyone learn how to best rig and sail the boat." He continued, "Just recently, Augie and I were helping Ernesto with the set up on his main sail. We discovered we had been using different standards for measuring mast rake settings. Once we figured that out, we got him dialed in, and look how well he sailed."

By the time the Coconut Grove Sailing Club race committee had brought the fleet out to the bay, and set a course in the light and shifty conditions, it was getting late. After one general recall and a couple of mid-sequence AP's caused by big oscillations, the race got off in a light five to six knot Southeast-

erly breeze. Recent University of Miami graduate and long-time Snipe sailor, Nick Voss, lead the race wire to wire. His, and crew Nicole Popp's, local knowledge of the conditions, paid big dividends. Rounding out the top three were Brian Kamilar with crew, Enrique

Quintero in second, while Ernesto and Julia added a third to their line, giving them the day three lead. Kathleen was unable to sail Saturday leaving Augie, who has won the Don Q many times, on the beach. After the first race, PRO Jamie Ramon decided that the failing breeze and late hour didn't leave enough time to get in the second scheduled race, so the fleet headed back to shore.

Once the fleet arrived back to CGSC, one of the best aspects of the Don Q Rum Keg Regatta began. It is a long-standing tradition of the regatta that upon returning to the dock on Saturday, the non-sailing family mem-

bers meet the competitors with trays of Don Q daiquiris. This ceremony is followed by a big party for all featuring a feast of good Cuban and Caribbean food, and of course, more daiquiris. Remember that earlier part about "Serious Fun?"

Sunday was the last day, and the race committee was determined to get in both remaining races. A problem was that several of the competitors were leaving that afternoon, with their boats, for Nassau, the third stop on the Winter Circuit. A ten o'clock first warning meant the racing might not get finished in time to pack up for the ferry. The first race started in a nice 12-14 knot southeasterly, under mostly cloudy skies. Peter Commette and crew Bruno



Mello took the left side of the course and rounded the top mark with a nice lead on the Brazilians, Bethlem and Bianchi. They extended over the next three legs and won the race with a twelve boat length lead over Kamilar and Quintero. Bethlem and Bianchi fell back to third. Ernesto Rodriquez took fourth keeping him in the overall lead. By the start of the second race, the breeze had lightened a bit. Rodriguez and Diaz headed out to the left side along with Nick Voss. Peter Commette, who had a difficult start, spotted a bit of better breeze on the right, and rode that to a huge comeback rounding the top mark just on the sterns of Voss and Rodriquez, and just in front of Diaz. That order lasted all the way to the finish with only one or two boat lengths separating each of the top four. Ernesto Rodriguez and Julia Melton won the regatta with a nice, consistent line of 1-6-3-4-2. The former world champions Bruno Bethlem and Dante Bianchi finished second. Peter Commette and Bruno Mello tied for third with Brian Kamilar and Enrique Quintero but won on the tie-breaker. Nick Voss and Nicole Popp rounded out the top five. Though the fleet was down from last year, it still featured top level competition. The Don Q Rum Keg

has always been an international event with this year's boats coming from as far away as Canada, Finland, Norway, Italy, Columbia, Uruguay, and Brazil in addition to the United States and Puerto Rico. Much of the fleet now moves to Nassau and the Royal Nassau Sailing Club for the third leg of the Snipe Winter Series. Complete results: <http://www.cgsc.org/regattas>.

John Payne



The winners, Ernesto Rodriguez and Hillary Noble with the Commodore Rasco Perpetual Trophy.

Susan Walcutt presenting the trophies to second place Peter Commette and Bruno Mello.

Presenting trophies to the Aicardi Fleet winners, Andre and Roberto Guaragna, is Susan Walcutt.



Left, CGSC's Nick Voss and Nicole Popp placed 5th.



Another great job by the CGSC Race Committee: Signal Boat M/V Bella Mia owned by Club Member Jose Dapen. Dottie Rostorfer - Timing and Scribe; Veronic Aghayan - Flags and Scribe; Liz Balbin - Scribe; Paco Calvet - Gunner, John Kandara - Flags; Raul Rios - Timer and Flags; Brainard Cooper - Class Rep and Line Sight; Ron Rostorfer - Pin/Gate Boat Skipper; Rick Klein - Pin/Gate Boat Crew and Lunch Coordinator; Jim Waldron - Pin/Gate Boat Crew; Jon Stemples - Finish boat Owner Operator; Jane Anne Pincus - Finish Boat and Chief Judge; Carol Ewing - Finish Boat; Jere Woltz - Finish Boat and Judge; Mark Boat Crew - Susan Walcutt, Frank Jansen, Dave Lence, Esther Dileo, Steve Smith; Richard Etkin - Shoreside. Registration - Dorian Goldberg and Mary Ann Etkin; Jaime Ramon - PRO, Line Sight, and Scorer.



CGSC Race Committee Events

Key Biscayne Yacht Club Annual Regatta

Skipper's Meeting 5/3/13

PHRF 5/4/13

One Design 5/5/13

Ft. Lauderdale Hospice Regatta

5/18/13

CGSC's Annual Goombay Regatta

PHRF 5/25/13

One Design 5/26/13

BBYRA Skippers' Meeting

CGSC Friday 6:30pm

5/31/13

BBYRA (CGSC)

One Design #9 - Saturday, 6//13

PHRF - Sunday 6/2/13

Additional information about these Regattas is available on the Biscayne Bay Yacht Racing Association (BBYRA) website - <http://www.bbyra.net>

Fun Sunday Races

Coconut Grove Sailing Club announces a new series of "Fun" races on Sunday afternoons. The first race was held on Sunday, April 14th. Skippers meetings and registration will be at 1:30 pm Sunday afternoon prior to the first race at the Coconut Grove Sailing Club. Check on the CGSC web site for more information or contact Rick Klein (rick@stinsonbeach.com) or Jay Tyson (jay.tyson@yahoo.com). Come on out and have fun!

Flying Scots on the Move

Two of our Scott fleet competed in the Flying Scot Midwinter Regatta this March in Sarasota. Henry Bernstein and crew Duncan Bray who have been “smokin hot” this fall and spring on the BBYRA One Design circuit, were first in the 20 boat Midwinter Challenger division. And, Larry and David Ames finished 3rd in the 38 boat Midwinter Championship division. (David, who lives in Tampa now is a product of CGSC’s 1990’s Championship Opti team)

Meanwhile, back on Biscayne Bay, the February 23rd BBYRA 1D race was very lonely! Only Margaritaville and Lady Hope made it out. It was a great day for sailing and Margaritaville got a 2nd! Despite the competition, Henry Bernstein’s Lady Hope continued this season’s winning performance with two first places with 2 DNC’s the third race.

The next race was April 6 with 7 boats out racing including two first timers, Jose Hernandez and Matt Margolis. With a NE wind the RC boat was far out. After two C courses, two W/L’s, the RC was generous to the fleets with a B course, finishing at the weather mark close to the CGSC. Henry Bernstein in Lady Hope continued his winning ways of posting bullets in November, December, January, February and April with three first’s again! The following are the detailed results.

1	Lady Hope	Henry Bernstein
2	Air America	Charles (Bud) Price
3	Margaritaville	Larry Whipple
4		Richard Etkin
5	Mad Dog	Jose Hernandez
6	Beija Flor	Ryan Alexander
7	USA879	Mat Margolis

Next BBYRA 1D race is the KBYC Annual Regatta May 5, 2013, and the CGSC monthly Club Racing starts April 14 for all CGSC sailors. See you on the bay!

Larry Whipple PC, Fleet 90 Captain



CGSC’s Pig Pen leads the fleet with David Ames at the helm.

CGSC TO HOST 2014 MELGES 32 WORLDS!

Background. Coconut Grove Sailing Club has been the host of the International Audi Melges 20 Miami Winter Series since the inaugural 2009-2010 winter season. The International Melges 32’s have also had an active Florida winter, with racing in Ft. Lauderdale, Key West and Miami. However, in 2011, the operators of Key West Race Week, Premiere Racing, announced that they would no longer sponsor their Miami Grand Prix Regatta based at Miami Beach Marina (MBM) in March, with racing on the ocean east of Key Biscayne. That left the IM32’s being “all dressed up with nowhere to go” in March.

Our First IM32 Events. CGSC stepped in and offered to host an International Melges 32 event at MBM. That resulted in our first International Melges 32 event, the 2011 Miami Championship, over there that year. In 2012, we hosted our second International Melges 32 event at the same site with 26 boats competing. In 2013, the 32’s went to the Virgin Islands for the winter, so we didn’t see them on the Beach. Nonetheless, these events bolstered CGSC’s excellent relationship with the Melges organization and their boat owners.

2014. Now, for 2014, they’re coming back with a vengeance! Four events are scheduled for Miami Beach with CGSC being the host club and, along with the Class organization, the Organizing Authority for the events. These cumulate with the 2014 International Melges 32 World Championships in December of 2014. This is probably the highest profile regatta in the long history of Coconut Grove Sailing Club, dating back to 1946.

IM32 World’s History. The two previous IM32 World Championships in the US have been at the venerable St. Francis Yacht Club on San Francisco Bay in 2010 (32 boats) and at the storied New York Yacht Club Harbour Court Station in Newport, RI in 2012 (34 boats, the largest ever). Two other IM32 Worlds have been sailed in Italy in 2009 and Spain on the Mediterranean in 2011, and they’re back in Italy this year. While this Class has been to some great venues, for the Owners and the Melges organization, it’s not about the venue. It’s about the sailing conditions and the quality of the race management. They’re confident that they’ll have these here, and that’s why they’re coming! Good on ‘ya, CGSC!

CGSC IM32 Regatta Schedule. The entire 2014 IM32 CGSC-MBM schedule is as follows:

2014 CGSC-Hosted International Melges 32 Events

<u>Dates</u>	<u>Event</u>
February 28-March 2, 2014	Miami Winter Regatta
April 4-6, 2014	Miami Spring Challenge
December 4-8, 2014	Pre-Worlds (two days of racing)
December 8-13, 2014	2014 International Melges 32 World Championship



THE NEW PERSONAL AIS TRANSMITTER

by Phil Kellett and Ron Rostorfer, PC

AIS. By now, most cruising and big boat racing sailors are familiar with the Automatic Identification System, or AIS. This system works via a boat's VHF and chart plotter, and provides information on other vessels (especially) in VHF range. Commercial vessels are required to transmit their vessel information using AIS, and many pleasure boats do so as well. Most pleasure boats equipped with AIS have receive-only capability.

As Phil and Nell Kellett stated at their excellent offshore cruising presentation at CGSC back in January, AIS is a "game changer." They can identify targets beyond visual range and immediately know the vessel name, MMSI (Maritime Mobile Service Identity) number, speed, course, bearing, closest point of approach and other information. This greatly facilitates VHF calling to negotiate any required course alterations to insure a safe crossing. So, gone are the days of VHF calls like, "Orange ocean freighter southbound in the vicinity of Latitude X, Longitude Y, this is the sailing vessel on your port bow. Come in, please."

MOB Locator Devices. For decades, personal safety harnesses have been equipped with strobe lights and boats have been equipped with deployable MOB poles, horse life rings, automatic strobes and dye markers to assist in locating a man (or woman) overboard. Following the advent of the EPIRB (Emergency Position Indicating Radio Beacon), personal EPIRB's appeared on the market. However, their signal doesn't go to the boat they fell from, which is likely to be only a few hundred yards away and in the best position to effect rescue. It goes to a satellite and then to a shore station. Shore personnel then attempt to locate vessels in the area, contact them and have them alter course to look for the person or boat having the emergency. That could take several hours or even days. So, unless the victim's own boat can find him assisted by the strobe lights, MOB pole, etc., the MOB would very likely never be recovered.

The Personal AIS Transmitter. What was needed was a personal device that could put a position indication directly on the nav desk in the boat he fell from. Enter the new personal AIS, officially known as the Kannad Marine Safelink R10 AIS Survivor Recovery System. It's a combination GPS and AIS transmitter that promises to do just that. The unit has two self-tests to indicate that it will function properly. It comes with a clip that attaches the unit to the manual inflation tube on your harness and a lanyard to tie the unit to the harness. It is then secured inside your harness.

Basic Operation. In order to activate the unit, the holder must slide an orange clip off the unit and then a red cap. These parts are tied together with the lanyard mentioned above. The antenna then springs up and the unit begins to acquire its GPS signal. This takes several seconds, and then the AIS transmitter begins to function. After use, the unit operation can be stopped, the parts reassembled, and the unit will be available for subsequent use.

The AIS message transmitted includes the following: the unit's serial number which reports on the boat's chartplotter screen as its MMSI number, your GPS position, Speed and Course over ground, and the UTC time. It is important to note that the serial number of these units starts with the digits 97. So, a target on the boat's chartplotter screen with an MMSI number beginning with 97 is one of these personal transmitters, and hence the MOB. For older AIS receivers, the display looks like any other target in range

except for that MMSI number. Newer AIS receivers convert this information to an actual SART (Search and Rescue Transponder) target, indicating an emergency.

Transmission can continue for 24 hours, and the storage life of the battery is seven years. Aboard the boat, this information can easily lead to the range and bearing of the unit. Transmission power is two watts and the expected range is four nautical miles.

Cautions. This is the first generation of what will hopefully be several more. Since it requires manual activation, an incapacitated MOB (e.g., broken arm or unconscious) the victim won't be able to activate. Hopefully, later generations will have automatic activation. Modern personal strobe lights already have this feature.

The instruction pamphlet warns that direct contact with the sea will severely reduce the transmission range. That's problematic, as the unit would certainly be wet in an MOB event.

Transmission and reception are by line of sight. Consequently, in the type of ocean sea state likely to result in an MOB event, reception will only be possible when the victim is on or near the wave peak and not in the trough. However, once the signal is received, those aboard the boat should get a fix and be able to head toward the victim.

Regardless of this communication advance, the real key to MOB situations is prevention, not response. While the likelihood of recovery is improving, we still need to think in terms of "overboard is dead" at the wind speeds and sea states that would cause an MOB incident. Hook in and stay aboard!

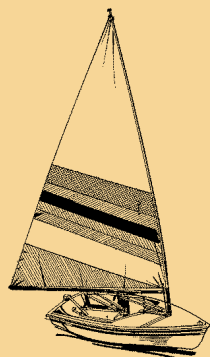
Recommendations. Any boat cruising or racing into the Gulf Stream or beyond should definitely have an AIS receiver installed. Crews who regularly do that kind of sailing should certainly consider the Kannad or successor units. As with any electronic device, don't buy it until you need it. They should get better and the price should trend lower. The Kannad unit is available at West Marine and other marine outlets and is priced a bit over \$300.



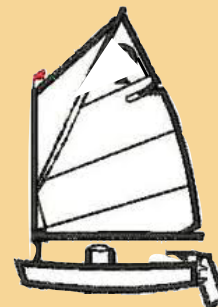
SUMMER IS COMING!

Sign up early so that you can get the weeks you prefer. Sessions fill up quickly.

The 2013 camp dates are as follows:



- Session 1 - June 10 thru June 21
- Session 2 - June 24 thru July 5
- Session 3 - July 8 thru July 19
- Session 4 - July 22 thru August 2
- Session 5 - August 5 thru August 16



Mandatory summer camp staff meeting will be on Saturday, June 1st at 10:00 AM

Nick Mansbach
Sailing/Waterfront Director

Bylaws Revisions

At its April meeting, the Board of Directors proposed two revisions to the Club Bylaws. Both deal with how we handle indebtedness to the Club.

Article XIX Indebtedness to the Club

Section 1. The name of any member failing to pay ~~any installment of his annual dues or any amount owing to the Club, within thirty days after the same became~~ shall become payable, shall be posted on the Club bulletin board; ~~and if such be not paid within thirty days after said posting, he shall be subject to such disciplinary action as shall be deemed proper by the Board of Directors.~~

On and after the posting of such name, such member shall have no further credit or further use of the facilities at the Club until such default is paid in full, plus any further charges or dockage, membership, or other items which shall have accrued in the interim.

If ~~payment of all charges in arrears have not been paid in full within thirty days of the posting of such member's name, the member shall be expelled automatically~~ be expelled from the Club unless ~~the member shall within such time, the member proposes request in writing permission to appear before the Board, does appear before the Board, and the Board upon good cause shown and upon payment in full of all arrearages, then and there tendered, may set aside the expulsion and reinstate the member to good standing;~~ a repayment schedule that is approved by the Board or the Board's designee, otherwise such expulsion shall stand.

Both revisions will be voted on at the Annual Meeting on Friday, June 7th.

On Behalf of the Board, thank you for your consideration

Doug Hanks, Commodore