



COCONUT GROVE SAILING CLUB
serving the community since 1945

the channel

MARCH 2007

CGSC HOSTS OLYMPIC SAILBOARDS FOR MIAMI OLYMPIC CLASS REGATTA

Again, for 2007, Coconut Grove Sailing Club hosted the RS:X Olympic sailboards for the Rolex Olympic Classes Regatta, January 22-27. It was a huge regatta in every way, given the 2008 Olympics upcoming in Qingdao, China. Overall, there were 855 sailors from 49 countries competing in 14 Olympic and Paralympic classes. They were spread over nine different racing areas – all but one in the Bay. This was the largest turnout in the 18 year history of the event.

CGSC hosted 44 Men's boards and 28 Women's, for a total of 72 young sailors from 24 countries around the world. Racing was located on Course Bravo, centered just south of the Dinner Key Channel. The regatta was

a marathon of 11 races for the Men and 10 for the Women, followed by the Medal Race on Saturday the 27th for the top 10 boats in each class.

We were again happy and fortunate to welcome John Craig as PRO of our Race Committee. John is the professional Race Manager of the venerable St. Francis Yacht Club in San Francisco, is very familiar with the RS:X boards, is one of the top race officers in the world, and is incredibly pleasant to work with.

Things got off to a good start on Monday, with two races sailed in each of the two classes. Races were run from the deck of Past Commodore

Charley Branning's "Upside." These boards don't point well, and anchor line sentinels were required on both "Upside" and the Pin Boat (CGSC Mako 2) to





2006 - 2007 Flag Officers

Commodore..... David Kurtz
 Vice Commodore Marc Buller
 Rear Commodore Charles Rahn
 Secretary Penny Aronsohn
 Treasurer Jo-An Pszenny
 Fleet Captain Charlie Rahn
 Fleet Chaplain Bishop C. Schofield
 Fleet Surgeon Dr. Nicolaus Martens

Board of Directors

Antonio Bejarano (09) Nick Martens (08)
 Richard Crisler (09) Deborah Mitchell (08)
 Stefan Krumbiegel (08) Ann Platt (07)
 Clare Hamm (07) Jaime Ramon (09)
 Doug Hanks (07) Mike Weber (07)

Committee Chairpersons

Adult Sailing Paco Calvet
 BBYRA Rep..... David Kurtz
 By-Laws..... David Goldberg
 C-Gulls..... Anita Hansen, Krisan Lamberti
 Chamber of Commerce..... Ann Platt
 Channel Editor Cherie Branning
 Cruising&Rendezvous..... Janice Pruett
 Entertainment..... Clare Hamm
 Executive..... David Kurtz
 Finance..... Jo-An Pszenny
 Flying Scot Racing..... Larry Whipple
 Future Development..... Mike Weber
 House Richard Hobbs
 Laser Racing Jose Hernandez
 Marine Council Rick Rahm
 Marine Science Acad. Deborah Mitchell
 Membership Karen Young
 Moorings... Bill Beavers, Vladimir Stroleny
 Opti Racing Antonio Bejarano
 Orange Bowl Regatta..... Art Auwaerter
 Pier 7 Rep..... Bill Braddon, Rob Quinlivan
 Property..... Marc Buller
 Protocol Larry Whipple
 Public Relations Alyn Pruett
 Race..... Wil Bourne , Ron Rostorfer
 Safety & Security Deborah Mitchell
 Snipe Racing Gonzalo Diaz, Sr.
 Strip..... Bud Price
 UM Sailing Coordinator Charles Rahn
 Webmaster..... Beth Hernandez

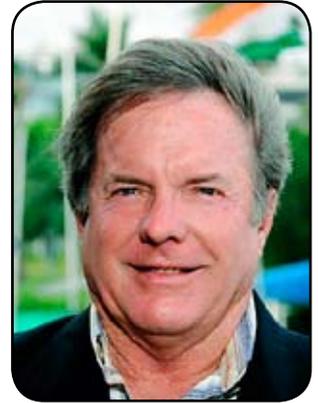
Sailing Director..... Nick Mansbach
 Club Manager..... Hugh Stallings

Cover photo by Charlie Rahn; the UM sailing team competing in a collegiate regatta at Coconut Grove Sailing Club.

Volume 62 Issue 9

COMMODORE'S REPORT

We hosted the RXS Class windsurfers for the Olympic Classes Regatta in late January. The race Committee did a great job. Thank you! Approximately 50 windsurfers competed to qualify to represent their respective countries in the 2008 summer Olympics in Beijing, China.



Marc Sarnoff, district two Commissioner for the City of Miami, has been in touch to discuss the future of the club. As details evolve, the club will post them on the website and/or send out an e-mail to the membership. The board of directors has selected the Commodore, Vice-Commodore, Marc Buller, and the Public Relations Chairman, Alyn Pruett, to represent the club in discussions with Commissioner Sarnoff and the city of Miami.

If you have not been down to the club recently to have lunch or dinner, make a point to do so. Our new chef, Peter, is doing a great job of putting out varied and quality meals. Yummy!

There are some fun races to get involved in on the horizon. CGSC will host the 11th Coral Cup on Sunday, March 4, and 37th C-Gull Cup on Saturday, May 5. Originally exclusively for women sailors, for the past few years the only requirement for these regattas is a female be on the helm. The rest of the crew can be any mix of males and or females. This is a great opportunity for the ladies to come out and tell the men what to do!! Check the website at <http://home.bellsouth.net/p/PWP-coralcup> or contact Anita Hansen at coralcup@bellsouth.net for details.

No word yet on the property tax appeal. We will keep you informed.

The pump out station on the main dock has been repaired and is available to service your needs.

David Kurtz, Commodore

Coconut Grove Sailing Club

will present
Coral Cup 2007



a regatta for women skippers on Biscayne Bay

Sunday, March 4, 2007

See the Coral Cup website for details;

<http://home.bellsouth.net/p/PWP-coral cup>

Habitat for Humanity

When Alyn Pruett asked me to participate with CGSC efforts supporting the Habitat for Humanity Blitz Build 2007, I did not hesitate to volunteer my time. My hammer and nail bag were ready to go. Alyn had Team CGSC prepared to go to work.

Team CGSC was assigned to the future home of Ms. Virginia Gilbert, a 23 year old mom with two children, ages 1 and 4. Ms. Virginia earned her new home through rigorous terms of Habitat for Humanity. She put forth many volunteer hours herself, establishing relationships with supportive friends among Habitat for Humanity and other non-for-profit groups all assisting in the building of her future home. CGSC is one of those many groups supporting the community.

We arrived at the Liberty City construction site of twelve homes at 7am, getting our energy up with coffee and donuts in hand, listening intently to the safety seminar with 100 other volunteers from different organizations. Gloves, safety glasses, tough shoes, with positive attitudes were the armor of the day. The word of the day was "DRY WALL!" All homes in Blitz Build established similar progress schedules and installing dry wall was the days work in all the homes, except the Team CGSC home. Our home was behind schedule by one day. The schedule was more challenging than the House Host Dave and Barbara were anticipating. An awesome task was ahead of everyone.

But they did not know the efforts Team CGSC can put forth and demonstrate.

We arrived at the house with piles of insulation on the floor in original plastic wrap, waiting for placement. All of it needed to be installed. It looked challenging, as everyone looked around and said, "I have never installed insulation." It took a two minute lesson from House Host Dave, and we were on our way. Team CGSC, alongside owner Ms. Virginia with a hammer in her hand, under watchful eye of the House Hosts, went to work immediately. The entire house was insulated in three hours.

Team CGSC was far from finished. There were 95 sheets of drywall in the middle of the floor also, next to the now-empty insulation wrappers. The day was half over and now our word of the day was "DRY WALL." We were standing around this awesome pile of 3/8"-thick dry wall that nearly reached five feet tall.

House Hosts kept up the momentum offering new instructions how to measure-for, cut, and install drywall. Many of us never have installed dry wall either, but we were quick 'pros' after more excellent instruction. Again, Team CGSC stepped up. All the walls and ceilings in the three-bedroom, one-bath home with vaulted ceilings were covered with dry wall in four hours.



Team CGSC completed their assigned tasks and Ms. Virginias' home was back on completion schedule, as our House Hosts indicated. With smiles on everyone's faces while shaking off construction dust, there was a sense of relief. Ms.

Virginia made inspection with a huge smile, nearly on the edge of tears. Her new home was coming together, and her new CGSC friends were assisting her to reach her goal.

Ms. Virginia posed for a picture with Team CGSC and thanked us many times before we waved goodbye. I have a feeling we are going to be long-term friends with Ms. Virginia and her children. We welcome her to her new home and to CGSC. –

Submitted by Cathy Buller



U.S. SAILING INSTRUCTOR CERTIFICATION COURSE

For the 7th year in a row the Coconut Grove Sailing Club is hosting a U.S. Sailing Instructor Certification course. US Sailing is the national governing body for sailing and provides training for all levels of instruction.

While the driving purpose for having the course here is to train our club instructors without having to make them travel, many club members have taken the opportunity to increase their knowledge. People come from all over the US to take the course. We have had them from as far as Wyoming and the State of Washington.

The course will be taught here at the club on 2 consecutive weekends, March 31, April 1, 7 and 8. It is a dynamic 40 hour course. Candidates must show their skills sailing small centerboard boats and handling a motor boat. While there is instruction and some time to polish your skills you must be reasonably competent at both of these skills to do well in the course. The course also covers knot tying and basic seamanship. There is a lot of time spent covering teaching and coaching techniques. Students who study before the course do the best.

When I took it I found that I learned a lot about sailing and tremendous amounts about the skill of teaching and coaching. I highly recommend it.

You sign up directly with US Sailing on line, not here at the club. If you have any questions please contact the Sailing Director, Nick, or myself.

Bud Price

REAR COMMODORE'S REPORT

The ANNUAL RENDEZVOUS or

What ever happened to the Pirate of Elliot Key?



Pirates of Elliot Key.

A couple of my favorite photos of all time were taken at the 1992 Annual Rendezvous at Elliot Key.

I liked them so much that I even gave them titles: The Pirate of Elliot Key & Pancakes at Elliot Key.

Our son Andy was 3 years old at the time, and the picture of him with the pirate (aka: Gerry Green), was taped to his bedroom door for almost 10 years.

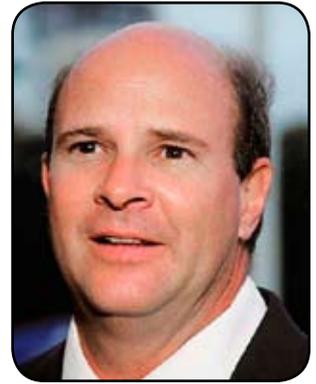
For a few years he believed that the Pirate really lived on the island far out in the bay. Granted this was the year after Dustin Hoffman's movie HOOK.

In 1995 our late Commodore John Brennan, (yes that is his name on the channel marker), wrote a wonderful article in the Rendezvous Reveller. John explained how in 1966 Commodore Bob Rosselle and brother Paul were disappointed that the gathering of members that sailed down to "beer can cove" on Elliot Key were creating an atmosphere that wasn't fit for the children who attended.

So in 1966 the brothers put together what became the roots of the Annual Rendezvous. The event was to become a family weekend with special attention paid to the children. The weekend was filled with treasure hunts, volley ball, tug of war, a coloring contest and Walt Disney movies shown on an old sheet. With some nurturing the Annual Rendezvous developed into a fantastic weekend where club members got together as a big family and had a great time. Past Commodore Larry Whipple reports that in 1989 when he was Rear Commodore, there were 225 paid participants at Elliot Key.

Unfortunately times have changed. Records show that last year a total of 38 people paid to attend, of which as near as anyone remembers only 2 or so were children. Due to the amount of club staff, transportation of goods twenty miles down the bay and back again, etc. the loss by the club came to about \$50 per participant.

Therefore I believe that after 40 years a drastic step once again needs to be taken. This year and THIS YEAR ONLY, the Annual Rendezvous will be held dockside at Coconut Grove Sailing Club.



Many of the "old timers" whom I have mentioned this idea to, have called me everything from a Heretic, to a tradition killer, to being derelict of my duty as Rear Commodore.

I do not look at this as putting a dagger into the heart of a tradition. Instead I look at this as an emergency heart transplant.

We need to get new members involved in one of our oldest traditions, if we make it easy and fun to attend at the club, hopefully we can get the children involved again and show our membership that it is well worth sailing to Elliot Key to celebrate a tradition of members getting together as a family.

Volleyball on Elliot.



I picture the weekend where we have 10 or so boats rafted up to the main dock, folks staying on their boats on the moorings, members that keep their boats elsewhere tied to a guest mooring and members that have lost their boats to hurricanes able to participate by camping on the lawn. Events will include, a treasure hunt for kids, coloring contest, volley ball, badminton, horseshoes, ping pong, foosball, kayak races, adult pram races, and movies at night.

I want to try something I call the 20 minute sail. Loosely based on the concept of speed dating, (which I have no experience). I'm sure everyone has looked at boats on the moorings and wondered how she sails. I'd love to see how Dr. Phil's Tri accelerates, or after more than 20 years finally feel the tiller of Randy's Dutch Treat. We can make it a little contest to see who gets the most people out to try their boat on a 20 minute sail during Saturday afternoon.

Along the same lines, we will have some of our teenage sailors take the smaller children out for a sail in the Flying Juniors. We will have the club Flying Scot's, a couple of sunfish and even lasers ready for trial sails by our members.

We can have a system of "Open House" where you can show off your pride and joy to members traveling around in the club rowboats, the person that visits the most neighbors can win a prize.

I genuinely understand the old timers being against this idea. Those are precisely the people I am begging to participate so that we can once again build an interest in one of the club's oldest traditions. Bring your Grandchildren down to join in the fun.

The final kicker to this event is that the only weekend free is May 12th & 13th so Sunday morning will start with a Mother's Day Brunch.

The 3 year old meeting the Pirate, is now 18 and will be heading

off to college in a couple of months. So come to the Annual Rendezvous and create some of your favorite memories!

Pancakes at Elliot Key.



*Charles A. Rahn
Rear Commodore*

SOCIAL MEMBERSHIP RENEWAL

Effective December 31, 2006, all Social Memberships expired. The Finance Committee announced it would be increasing the cost from \$50. to \$100. per year to have this coincide with the Fiscal Year, which all other club accounts are on.

To make for a smoother transition for the members, it was decided that \$50. would be charged from Jan. 1, 2007 until June 30, 2007 (6 months). On July 1, 2007, CGSC would charge a \$100. fee, good for the fiscal year ending June 30, 2008 (1 year) - renewable yearly by July 1st.

CGSC offered the month of January as a grace period and many social members have already renewed. However, if you have not, your privileges have been suspended until which time you contact the office and renew your membership. This can only be done during regular office business hours. The bartenders are not empowered to renew your membership.

What do you get as a Social Member?

- Access to the club's lounge and food services.
- Ability to rent club facilities for private functions - meetings, parties, BBQ's.
- Ability to bring and entertain guest at the club.
- May attend any, and all club social events.
- Delivery by mail of our monthly newsletter "The Channel".
- Discounts on sailing classes.
- Membership in a premier sailing club in a premier sailing location.

Your only limitation is water usage - boat mooring, dry boat storage or launching and parking. If you desire a waterfront location with a great view, good food and a fun relaxed staff - renew now and encourage your friends to join as well

The Coast Guard is Coming!

Arrangements have been made for the United States Coast Guard Academy intercollegiate sailing team to practice out of our club during their spring break

On Saturday March 10, Coach Mark Zagol will fly into town with 8 - 12 members of his dinghy racing team for 6 days of sailing in the club FJ's.

The team has had phenomenal success in the last 6 months, in Oct. 06 they broke into the top 20 in the National Rankings and by January they were up to number 12.

Coach Zagol's past includes being a 2 time All American sailor at Old Dominion, member of the 1998 National Champion Coed Dinghy & Team Racing Champion. He has also been part of the team that won the 2005 U.S. Team Racing Championship Hinman Trophy. Some of his team members included Brad Funk & Anna Tunnicliffe who were top Americans in the recent Miami OCR in the Laser and Laser Radial classes. Brad and Anna coach our Laser program, as often as their world wide Olympic campaigns allow.

On Sunday March 11th after the Laser and FJ's practice we will cook up a few burgers for the teams so they can share some social time.

The sailors from USCGA are the future officers that will be out commanding the Coast Guard vessels and operating our ports, so stop by while they are in town and get to meet a few of these future caretakers of our waterfront.



USCGA sailing facility on the Thames River in New London, CT.

2007 (38TH ANNUAL) COMODORO RASCO SNIPE REGATTA NOW THAT'S CLOSE RACING!!

Wow! How close do you want it? CGSC's annual Commodoro Rasco Snipe Class Regatta was decided by a fraction of a point after a five-race, no drop regatta February 3-4. A good fleet of seventeen boats, from as far as Long Beach, CA, came to race on a weekend that didn't match Chamber of Commerce weather, but provided incredible competition.

Things got off to a slow start on Saturday afternoon as the Race Committee was forced to postpone the noon start due to lack of wind. A couple of attempts to start were aborted due to wind shifts. Finally, after over an hour and a half, the wind steadied down from the northeast, eventually increasing to about 12 knots. Three windward-leeward, five leg races were sailed in good sailing conditions. All finishes in the Rasco are at the windward mark.

It was a three boat regatta right from Race 1. After Saturday's racing, there was a three-way tie for first place! CGSC's Ernesto Rodriguez, Ft. Lauderdale's Peter Commette and Annapolis veteran Henry Filter each had a first, second, and third for 5.75 points apiece. In fourth was CGSC's Nick Voss, some 12 points back!

The sailors and some of the Race Committee enjoyed the traditional Com. Rasco Regatta lasagna dinner at the home of Gonzalo and Carmen Diaz on Saturday evening.

Sunday morning came drizzly and light. Armed with a forecast of 8 knot winds by the 10 am start for Race 4, the Race Committee shooed the Snipes out on the Bay. A short postponement was necessary to allow the fleet to assemble. The breeze was still in the northeast quadrant, but further right than Saturday. Two more windward-leeward courses were sailed with the wind shifting right and increasing, then back to the left and decreasing as the day went on. The Race Committee responded with course changes to square the course and first lengthen, then shorten the legs. Finally, for the 5th and final race, the RC shortened the course at the end of the second beat due to the decreasing wind.

Ernesto had a 1-3 for the day, with Peter scoring a 2-2 and Henry a 5-1. So, in the end, it was Ernesto's two race wins that provided a quarter-point victory over Peter at 9.50 vs. 9.75 points. Henry was 3rd with 11.5. Tomas Hornos bested Lee Griffith by a point for 4th, as Nick Voss was not able to sail on Sunday.

Gonzalo Diaz presided over the trophy presentation on the lower level of the Clubhouse Sunday afternoon. As usual, it was hilarious! Ernesto was awarded the Commodoro Rasco Perpetual Trophy, and keeper trophies for 1st through 3rd were also presented.

Carolina Palacios, who finished 8th, was awarded the Aicardi Trophy, which goes to the first place in the Green Fleet (middle of the fleet with preference to someone new in the Snipe racing).



After the trophies were presented, the assembled Snipe sailors participated in the traditional singing of LA BOMBA, an old Cuban Seawolves custom dating from the thirties, which includes the winner(s) sipping a mix of cider and wine from a large bowl while the rest of the sailors sing LA BOMBA VA (rest of the words translated to English)!

CGSC's Race Committee did an excellent job under conditions that were challenging for a substantial part of the time. Wil Bourne's 29 ft. Intrepid "Kokopelli" was Signal Boat, and Wil was PRO on Sunday. Ron Rostorfer was PRO on Saturday. The rest of the Signal Boat crew included Julia McGlannan, Vicki Rosenbloom, Jo Ann Mathieu and Jeanne Bunten. On the weather Mark Boat were Geoff Sutcliffe, Susan Walcutt and Dottie Rostorfer. The Pin Boat crew was Bruce Schneider and Carolyn Rahn. Thanks to all.

*Ron Rostorfer and
Gonzalo Diaz*



RASCO SNIPE REGATTA RESULTS

	SailNo.	Skipper	Place	Points	Total								
1	29778	Rodriguez, Ernesto	1	0.75	2	2	3	3	1	0.75	3	3	9.50
2	30571	Commette, Peter	2	2	3	3	1	0.75	2	2	2	2	9.75
3	30552	Filtro, Enrique	3	3	1	0.75	2	2	5	5	1	0.75	11.50
4	28810	Hornos, Tomas	6	6	13	13	5	5	4	4	4	4	32.00
5	30404	Griffith, Lee	11	11	5	5	4	4	8	8	5	5	33.00
6	28812	Vedani, Gaston	4	4	14	14	8	8	6	6	7	7	39.00
7	30111	Gibbs, George	9	9	8	8	9	9	9	9	6	6	41.00
8	30362	Palicos, Carolina	10	10	9	9	15	15	3	3	8	8	45.00
9	28814	Voss, Nick	5	5	7	7	6	6	DNC	17	DNC	17	52.00
10	30336	Diaz, Gonzalo	14	14	11	11	13	13	7	7	9	9	54.00
11	24702	Thompson, Jerry	7	7	4	4	10	10	DNC	17	DNC	17	55.00
12	29314	Lindley, Scott	15	15	6	6	11	11	13	13	12	12	57.00
13	29400	Hiebert, D.	8	8	10	10	7	7	DNC	17	DNC	17	59.00
14	28466	Baker, Robin	12	12	16	16	14	14	11	11	10	10	63.00
15	30323	Gingras, Paul	13	13	15	15	12	12	12	12	11	11	63.00
16	29992	Diaz, Lucas	16	16	12	12	16	16	10	10	14	14	68.00
17	29782	Porzecanski, Gabriel	17	17	17	17	17	17	14	14	13	13	78.00

AL CHAPIN LIFE CELEBRATION

A Life Celebration for long-time CGSC Club and Race Committee member Al Chapin was hosted by daughter Kristin on Saturday evening, February 3rd in the Main Room of the CGSC clubhouse. There was a huge turnout, including sailors from around Biscayne Bay, friends of Al from the University of Miami, friends of Kristin, and, of course, many CGSC members. There were lots of pictures, lots of mementos, lots of stories and more than a few tears. The pictures, in particular, were most impressive – photos of Al with Kristin as a young girl, Al with sailing friends in the 60's, 70's, 80's, 90's and 00's. They were arranged in a couple of large collages, and included Al's certificates, awards and other memorabilia. Special thanks to those who helped with the arrangements, including Kristin, Past Commodore Larry Whipple, and Bill and Donna Moriarty.

Several people spoke about Al during the Celebration, including Kristin, Al's former boss at the University of Miami, CGSC's Ken Voss, RC Chair Ron Rostorfer, and long-time friends Sharon Bourke, Bill Moriarty and Mary Steen. Kristin thanked everyone for attending and for being friends with her Dad. Ken described his experience in luring Al out of southern



A collection of Al's favorite tropical shirts and surf board.

California to come to Miami in the late 80's. Ron talked about Al's work on the CGSC Race Committee, including the time he decided to sail an abandoned Laser in



heavy air, leaving regular crew Dottie Rostorfer to be skipper of the Club Mako. Sharon spoke of Al's recipe for cilantro that she grew familiar with in the powerless days following Hurricane Andrew when their neighborhood group was trying to eat up produce and meat before they spoiled. Bill remembered that when Al's name would come up in conversation, someone would invariably say, "What a great guy!" Finally, Mary related her hilarious experience in sailing the Pineapple Cup Race to Jamaica with Al back in the 90's onboard Art Auwaerter's "Samurai."

It was also announced that, at the suggestion of Susan Walcutt, CGSC is establishing the Al Chapin Perpetual Trophy, to be awarded annually to the outstanding member of the CGSC Race Committee (not including the Chairman). Consequently, our memories of Al will be renewed each year. Thanks to all who attended.

Ron Rostorfer

from 1

prevent the boards from tripping on our anchor lines while starting and finishing.

The winds lightened up for Tuesday and Wednesday. John wisely held the fleets on shore until a light breeze settled in each day. Only three races were sailed over these two days, putting us a bit behind schedule for the week.

Then came Thursday and the arrival of the expected cold front. It began windless and rainy, but a light breeze did develop. After the first race, still in a light drizzle, one of the Men's board competitors sailed by "Upside" and inquired, "Which way do I go to get to the Sunshine State?" Then the rain stopped, the temperature plummeted and the wind piped up. A total of three races were sailed for the Men, and two for the Women, as safety and exposure concerns prompted prudent action by the Race Committee. On shore, CGSC's staff had lots of hot chocolate waiting when the fleet arrived – which was very much appreciated.

Finally, on Friday, three races were sailed for each group in good sailing conditions. This set up the Medal Race on Saturday. US Sailing had advised us before the regatta that John and the CGSC RC, assisted by others would be running one of the two race circles for the Medal Race. This venue was up near the causeway, and featured the top ten competitors from the Laser, Laser Radial, Finn, RS:X Men, RS:X Women and 49er classes. Races were to be sequential, with 30 minute target times, so it took over three hours to get the race sailed for all classes.

For the Men's boards, Poland's Przemyslaw Miarczyński dominated the fleet with a 15 point lead over Portugal's Joao Rodrigues, with Samuel Launay third. Britain's Nick Demsey bested Spain's Ivan Pastor for fourth. In all, eight countries were represented in the top 10 finishers. North Americans were way off the pace. The USA's Benjamin Barger was 22nd.

Among the Women, it was Marina Alabau of Spain winning by six points over Flavia Tartaglini of Italy. Britain's veteran Bryony Shaw bested Zofia Klepacka of Poland by a point for third. Again, eight different countries were represented in the top 10 finishers. The top USA Woman, Nancy Rios was 21st.



CGSC's Race Committee did a fine job all week, and our RC volunteers deserve the thanks of the Club for their efforts (which brought in a big check from US Sailing). Besides John Craig and Charley Branning, our RC Signal Boat crew consisted of Dottie and Ron Rostorfer, Marvin Schenker, Vicki Rosenbloom, J.P. Warren, Marie Gautrin, Maryette Patry, Jeanne Bunten., Cherie Branning and Hank Collins. Up to windward on the Mark Boat were Larry Whipple, Phil Kellett, Bill Stites and Bruce Schneider. The Pin Boat crew was Carl Updyke and Art Auwaerter.

Ron Rostorfer



Hurricane Preparedness

___ Now is the time to start to prepare for hurricane season, we are unlikely to get another mild season like 2006. The Non-hurricane, Ernesto, of 2006 was a good rehearsal for a Katrina/Wilma like year; all but four club boats evacuated the mooring field.

In this first article on hurricane preparedness we will review what we learned from the 2005 season when over 60 Club boats were severely damaged or sunk in the two severe hurricanes, Katrina and Wilma. In subsequent articles we will deal with the technical aspects of hurricane preparedness and evacuation. All of the material will be also presented in the hurricane preparedness courses that will be given in May and June. The course takes a full Saturday or Sunday. In the morning there are lectures on the theory of hurricanes and how to keep your boat safe. In the afternoon there are trips to the mangroves and the anchorages with demonstrations of how best to secure your boat.

How Boats Were Lost in 2005

On the Moorings

In hurricanes Katrina and Wilma a total of 92 boats were left on the moorings and 58 of them finished up on the Dinner Key docks, in the boat launch car park or sunk. CGSC's moorings cannot hold boats in hurricane conditions.



Boats break loose by two methods:

- 1) In hurricane strength winds the boat sails violently from side to side on the mooring and changes tack violently every 10 seconds. This puts enormous shock loads on the mooring pennant and the boat cleats. This rapidly chafes through the pennant or if the pennant is protected by plastic hose the repeated bending of the hose generates so much heat that the nylon pennant line melts.
- 2) Our boats are on 2 to 1 scope in only 6-8 feet of water and if the tidal surge is over 6ft the water depth doubles reducing the scope to 1 to 1 and the boat then floats out the concrete mooring and the boat and the mooring then go ashore forming the tangle you see in the pictures.

At a Dock

Many owners take their boats to marinas such as Dinner Key which when the boat is correctly moored and prepared is a valid method in Category I storms. The problem is that you are mooring your boat next to concrete and several boats were lost when they ground holes in themselves by rubbing against the concrete docks. The real problem comes when

the storm surge is above 6-8 ft. The boat if tightly moored might be swamped by the rising water or if the boat is loosely moored or if the boat lifts out the mooring piles the boat will rise to the level of the concrete docks and grind a hole in the boat at or below the water line. At Dinner Key a 100 ft steel boat sank at the dock because it was raised by the water to the level of the dock and then ground a hole below the water line. If a Category II can do that to a steel boat imagine what it might do to yours!

A further cause of damage is when boats are moored with their masts adjacent, the boats rock from side to side and tangle spreaders, shrouds and masts.

Just raising this boat cost \$70,000



In Boat Yards

Boats stored in boatyards are usually on stands but the winds in hurricane boats were blown off the stands hit the ground or fell against other CGSC boats that were badly damaged of their stands.



High-rise storage racks can be toppled by a storm's high winds. If possible, put your boat on a trailer and take it further inland.

Anchored at Marine Stadium

Bill Beavers has anchored his boat at Marine Stadium for the last 10 hurricanes without major damage and this is a tribute to his knowledge, skill and size of anchors. However, over 25 boats went ashore, were severely damaged or sunk during hurricanes Katrina and Wilma at Marine Stadium. The primary cause is that boats are not being adequately anchored. They are being anchored on double anchors spread at 60 to 120 degrees. This allows the boats to 'sail' on its anchor and in hurricane strengths winds rapidly achieve hull speeds of 6-8 knots. This allows the boat to repeatedly shock load first one anchor and then the other at a frequency of about once every two minutes. This loading ultimately chafes through the lines, breaks shackles or cleats or breaks out the



anchors. These forces on the anchors are magnified many fold when the owner has failed to removing all the boats sails. Several boats were lost because other skippers failed to anchor properly or remove sails and these inadequately anchored broke loose and pulled the anchors of well anchored boats. Marco Fuxa's Beneteau was so well anchored (he

uses four anchors) that his anchors held even though two other boats pulled their anchors and attached themselves to his bow pulpit... Marco's boat survived but he did have to buy a new pulpit.

One club member lost a boat that he had spent 3 years working on to go cruising because a poorly anchored boat broke loose and pulled the well anchored boat's anchors. The offending boat had all its sails, bimini and canvas still up and was anchored on a single 1/2 inch rode.

In the Mangroves

In Katrina and Wilma the boats in the mangroves at Coral Gables Waterway fared the best. Only one boat was lost and that was because the stern anchors were so big and on such a short scope that the stern could not rise with the tidal surge resulting in the stern being swamped and the boat sinking. Several boats were floated aground by the surge but easily pulled off without serious damage.

General Considerations

Boat US insurance investigates the causes of boat damage and loss in hurricanes and states that the number one error is failure to remove the boat's headsail. One CGSC boat incurred massive damage while berthed at Dinner Key during Wilma because the owner was unable to get the head sail down because of a jammed halyard. In spite of wrapping the head sail with the spare halyard the sail broke loose and the boat sustained \$40,000 in damage. Another CGSC boat anchored on very heavy chains and anchors sustained \$20,000 worth of damage when the mainsail broke loose and caused the boat to drag its anchors.

It is essential that you remove your sails and bimini...please remember your obligation to the majority of boat owners anchored or moored near you who do take the time and effort to do things properly. As you can see there is a recurrent theme in the boats that go ashore and get damaged. Almost all have sail that have broken loose.



It is also essential that your boat has adequate ropes, chains and anchors. Finesse, Bill Beaver's boat weighs 11,200lbs and Bill anchors her with three 35lb plough types on lots of chain and 3/4inch rodes and then he adds 2 Fortress's. All have sentinel weights on them to increase holding power.

The next article will be authored by Bill and will be on anchoring for hurricanes.

Phil Kellett & Bill Beavers

Biscayne National Park Discovery Series at the Coconut Grove Sailing Club

Biscayne National Park will once again be presenting monthly lectures on the park's diverse resources. The Discovery Series, hosted by the Coconut Grove Sailing Club at 2990 South Bayshore Drive, takes place at 7:30 p.m. on the second Wednesday of every month from January through April 2007. The series is free and open to the public. Topics for this 7th year of the popular series are:

March 14, 2007 Rare and Endangered Reptiles of Florida

Presented by Joe Wasilewski, Natural Selections Florida's climate and diverse habitats make it a haven for a wide variety of snakes, lizards and turtles. With South Florida ranking near the top in the number of imported exotic reptiles, many of these unique animals are becoming even harder to find. Wildlife biologist Joe Wasilewski shares insights from his work with American crocodiles, Eastern diamondback rattlesnakes, diamondback terrapins and more.

April 11, 2007 Reef Fish: Here and There, Then and Now

Presented by Todd Kellison, National Marine Fisheries Service

We've all heard old timers talking about the way things used to be, those stories about what fishing was like in the "good old days," and how much better the fishing was here or there. Is there any truth to those stories, or are they just whale tales? Join Dr. Todd Kellison, a NOAA Research Fishery Biologist, for a look at changing fish populations in Biscayne National Park and nearby areas.

Details of Discovery Series lectures and other events sponsored by the park, including glass bottom boat and snorkeling trips, excursions to Elliott and Boca Chita Key, and monthly Family Fun Fests, are available by clicking on the Events Calendar link on the park's website at www.nps.gov/bisc/, or by calling the park's visitor center at 305-230-7275, extension 0.

EXPERIENCE YOUR AMERICA

The National Park Service cares for special places saved by the American people so that all may experience our heritage

RACE SCHEDULE

Thurs-Sun, March 8-11	Miami Race Week - Miami Beach Marina
Fri-Sun, March 16-18	Snipe Don Q Regatta - CGSC
Sat., March 24	BBYRA PHRF #4 - CGSC
Sun., March 25	BBYRA OD#4 - BBYC

Cruising and Rendezvous

February cruising and rendezvous activities got off to a great start when a number of hard working volunteers participated in the Habitat Building Blitz. Keeping up to the CGSC work day tradition and community outreach spirit, our hardy group rose early on Ground Hog Day to meet at the Scott Carver Home Complex with hammers in hand. In the next eight hours we completed the installation of R30 insulation and drywall on the future home of Virginia Gilbert. It was a rewarding day for all.

The next afternoon we motored over to Marine Stadium (wind on the nose with a light chop) and were joined by SeaReinity and Island Dream. After discovering that our dinghy motor wouldn't start (old gas left over from last year's Abacos trip), I rowed into shore with the help of Jim Fawcett and met a lively group from the club who had land cruised over to greet us. After a night of animated conversation and libations we were treated to spectacular fireworks as we were towed back to our boat by Steve Neumeyer and his reliable dinghy.

Sunday morning dawned gray and misty but we were treated to a flotilla of 49ers as they headed out to the Bay for a day of racing as we ate breakfast. The Bay was nearly empty, dotted with only a few fishing boats and sailors as we sailed back home. Back at the club, Hector did a great job of hosting the Super Bowl Party. Our "Canes" put on a show for us up on the screen and Peyton got his first ring. Thanks to all who brought goodies for the potluck spread.

Mark your March calendar for the 9th 10th and 11th. Our next Cruising /Rendezvous and Abacos planning meeting will be held on Friday, March 9th at 7:00 p.m. Bring one of your favorite dishes to share along with the recipe. I would like to create a cruising cookbook that we can share with each other.

After potluck dinner, we will be discussing Gulf Stream crossings and navigation, departure dates and basic itinerary for our trip in May.

Early Saturday March 10th we will set sail and rendezvous at Gilberts in Key Largo. Call 800-274-6701 or email gilbertsp12@aol.com to reserve a spot at the dock. Those of you that have the time should spend a couple extra days exploring Black Water Sound and Tarpon Basin. Visit the Upper Keys Sailing Club where we have reciprocal privileges. The rest of us will head back home on Sunday.

For more info about these events or to confirm please contact jbpmom@aol.com.

Also, I'm happy to announce that the pump out station has been repaired and works great!!

Janice Pruett



Olympic 49er class head out to practice.

From the Manager . .

I generally try to keep my column on the light side. But, once or twice a year it's time to get serious - this is one of those times.

Almost a year ago, a new moorings agreement was created as a result of Hurricane Katrina, Rita and Wilma and all boat owners on the club moorings were asked to review and sign it. In addition to the mooring license agreement, all mooring holders were to obtain \$300K of liability insurance on their vessel and have CGSC listed as an "Additional Insured" which simply puts us on the mailing list. Two months ago we still had about 5 members who had signed nothing and about 80 members still lacking complete insurance documentation. To get their attention, I sent out a letter indicating what they still lacked to complete their mooring agreement and indicated that their mooring fees would be increased until this was done - allowing another month for completion. I'm happy to report that most members complied very quickly. If you have not submitted the required documentation, please do so now. Over the past year, more than a considerable amount of time has been spent in gathering proper documents which has cost the club and its member's financial resources in the form of office staff and hours of discussion time by the Board of Directors - money and time that could better be contributed to other aspects of the club. I apologize if my letter offended anyone. But, the lack of concern or responsibility of many members to conclude this issue offends those members that have taken the time to comply with the club's rules. So, please complete this process. Another area of interest: Up until several months ago, potential new members had to appear at 3 monthly General Meetings to "Be Read" (introduce themselves to the membership) before they could secure their vessel to a mooring. In reviewing this requirement two things were discovered. 1) We had members with boats on the moorings that had never gone through the formal initiation period and 2) The three-month delay in obtaining membership drove many potential members away since they were in need of an immediate mooring spot.

Therefore the rules were changed. Once you apply for regular membership you may:

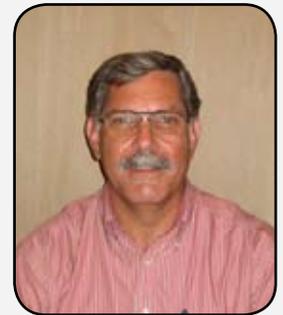
- 1) Pay your initiation and dues up front and secure your boat on a mooring that day pending your presentation to the club membership. During this time you will be charged 1.5% of the regular mooring fee and be prohibited from receiving a parking decal (required to park on the club lot).
- 2) Wait until after your initiation, pay your fees and then moor your boat.

Currently we have about 6 new members with moored boats being charged the higher mooring rate because they've failed to appear before the General Membership and officially accept their club membership.

Hey! We love receiving the additional revenue, but if you are a new member and would like to lower your mooring

fees and truly become a member of CGSC, it's time you attend a general meeting on the 4th Thursday of each month. At that time you will be officially voted in and your increased mooring rates will be dropped to current rates. We'll talk more next month,

Hugh



HUGH'S Q&A

Q. Is the parking policy just a joke? I keep seeing warnings that cars will be towed, but nothing seems to happen and I'm still paying the meter up the street while cars without decals are in the lot.

A. I'll try to be diplomatic on this one. We have a rule that requires all cars must display a CGSC decal to park on the lot. If not, your car "may" be towed. That's the rule, but here's the reality. We have invited guest such as RC judges, private party host and the occasional VIP that we try to make some form of allowance for during weekdays. But, we also have regular members, entitled to park that refuse or neglect to obtain and display decals. We do not maintain staff on a 24/7 guarded gate facility - we can only ask and hope for your cooperation.

Q. I'm a Social Member and confused about the dues increase. How is this supposed to work?

A. You're not alone, so here's the skinny. Up through December 31, 2006, the Social Membership dues were \$50. for a calendar year. Back about June of '06, the Finance Committee opted to raise the dues to \$100. p/year and to switch the yearly payment from a calendar basis to our regular "Fiscal" accounting system (this may be were the confusion lies). The \$50. p/yr or current memberships expired 12/31/06. The new "Fiscal" memberships shall commence 7/07-6/08 and will cost \$100. In the interim six months, the attempt is to make a smooth financial transition for the SM's during 1/07-6/07 and charge only \$50.

Q. Why become a Social Member? What do I get?

A. A big savings and discounts on club programs. The \$100. p/year dues for social membership allow you about 90% of what the Regular club members get. You get use of the club's F&B facilities, including meeting spaces, a mailed copy of the club's newsletter "The Channel", access to website announcements and informative emails of club events. Further, should you undertake one of the many sailing classes offered by the club, as a member you would receive a discount. You are not entitled to boat mooring/storage privileges or parking on the lot and you must be a resident of the City of Miami. Otherwise, you would have to become a Regular member at a substantially higher fee.

Have a question or concern? Contact me directly or drop off a question in our suggestion box in the lounge.

CLASSIFIEDS

Month 1

FOR SALE CP 16 (Marely) with Yamaha engine, trailer 1981 in good condition. Call Lauralyn at 305 271 6278



For Sale : Nikon 7900, 7.1 MP For those who want to take pictures under any weather condition, above or below water, can use this camera with its WP-CP4 housing, complete with manuals, in original boxes, excellent condition, both for \$375 Bernd Meier 305-310-1265 or meierb@bellsouth.net

FOR SALE 1991 Beneteau First 35s5. Great buoy racing or cruising boat, many extras including Wind Gen, solar panel, SSB radio, hot water, full instruments, AutoHelm, Cold plate refrigerated ice box, 25 HP Volvo diesel. Asking \$69,500 Contact SailMistral@sunlink.net

Month 2

For Sale - U-Line Wine Captain (34 1/8"H x 24"W x 23 1/4 D), Model ULN-75BWC-00 holds 48 bottles and has 3 temperature zones for red, white and sparkling wines. Interior light. Black trim. Canted wine racks. Stand alone or under-counter use. Owner's manual. Approx. 115 lbs. Perfect condition. price \$600 (50% off the original price of \$1,200) call 305-979-1955

SAILBOAT EQUIPMENT FOR SALE from s/v Rainbow, lost in Wilma. Ratheon Radar and leveler mount. Still in Box, never installed 1/2 price. New Bimini Top and frame, 72 inches wide; 25# CQR, 25# Danforth type anchor; #32 Barriant and Lewmar winches; 4 almost new marine deep cycle house batteries (kept on charger). Isolation transformer, SSB Radio, teak, & more. Call 305-661-7729 or e-mail LBBeatsIRS@aol.com

Wanted - I'm also looking to buy a two-person kayak.

Meade 90mm (3.5") Altazimuth Refracting Telescope, Model 390, excellent condition, lense F=1000, D=90mm, f11, for astronomical or terrestrial use, mount and tripod included, asking \$350.00. Call 305-979-1955

Month 3

FOR SALE 1977 Choy Lee Clipper Ketch. Luders design, 33 foot, 4 foot draft, loaded. \$32,000. 305 903 1300 or biminilee@aol.com.

SNIPES FOR SALE OR RENT: Miami Snipe Fleet #7 (Chartered in 1932) Fleet is willing to help the new members to get fast and further develop their boat handling, tactical and boat tuning skills. It is a boat for young and old! Call Gonzalo Diaz, Sr. and join the Miami Snipe Fleet. 305-667-0492 (best 8-10PM) Work: 305-702-8526 (best 4-6PM)

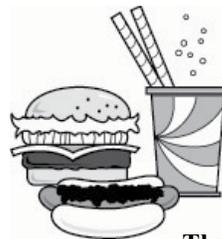
Classified Advertising Policy Classified advertising is for club members in good standing and is limited to personally owned items that are for sale. Ads will be run for 3 months and then will be dropped from the listing, unless the advertiser notifies the Editor to renew for another 3 months. Classified ads should be sent to cebranning@bellsouth.net. A classified ad can be pulled at any time by calling the Editor at (305) 661-2322 or sending an email to the above address.

Commercial Advertising is available for business use by calling the Club Office at (305) 444-4571.



Deadline: All Ads, articles and pictures for The Channel must be received by the 10th of the month. Please send articles and ads as a Word document and pictures as jpeg attachments to cebranning@bellsouth.net.

Kitchen Hours



**Wednesday, Thursday
and Sunday**

11:00am – 8:00pm

Friday & Saturday

11:00am- 9:00pm

Thursday Night Special

New York Strip Steak Dinner

\$12.00 Between 6-8 PM

You need to call ahead to reserve yours.

PETER H. WENDSCHUH, PH.D., M.D., P.A.
Medical, Surgical and Cosmetic Dermatology

7330 S.W. 62nd Place
Suite 200
South Miami, FL 33143 Phone (305) 667-7831

NaturaLawn of America

Keith Weyrick

305 378 0504

fax 305 251 4834

e-mail agreenermiami@nl-amer.com

Leaders in Organic-Based Lawn Care

Tree and Shrub Care, Flea and Tick Program

Carla Schiefer



Distributor for Landenberger One Design Sails

Phone: (305) 668-5001

6986 S.W. 47th Street • Miami, Florida 33155

Fax: (305) 668-7677 • E-mail: sailsandcanvas@earthlink.net

Boyer, Inc. Underwater Maintenance



Mary Anne Boyer
President

(305) 445-8536

sailing services inc.

www.sailingservices.com

We Speak Sailing!

(305) 758-1074

(305) 754-0257 fax

sales@sailingservices.com

*Offering a complete line
of sailboat hardware and
rigging supplies*

80 N. W. 73rd Street Miami, Florida 33150

AAA GLASS & MIRROR & GLASS ETCHING BY ANTHONY

CHARLES (BUD) PRICE
PRESIDENT

364 N.E. 191 STREET
MIAMI, FLORIDA 33179
(305) 940-2696

C.E. PRICE CORP. COMPANIES

Need A Home Loan?

100% Customer Service Satisfaction.
Guaranteed.

100% Financing

Interest Only Loans

Free Pre-qualification

Wide Variety of Loan Programs



James Cacace

Miami Store

703 Waterford Way, Suite 300

Miami, FL 33126

786.275.1063

[apply online @ homebanc.com/jcacace](http://applyonline@homebanc.com/jcacace)



HOMEBANC
MORTGAGE CORPORATION

TOP TEN REASONS TO HAVE L.B. CARPENTER PREPARE YOUR TAXES:

1. You can apply the money you save by paying less tax towards your Anderson-Two-Speed-Self-Tailing-Stainless-Steel-Winch-Fund.
2. Time spent preparing taxes yourself better spent revarnishing your brightwork.
3. Money saved on Accountant's fee can be applied towards next year's haulout.
4. Do you see a pattern emerging here?
5. His office is right down the street from West Marine.
6. Because he knows his business as well as you know yours.
7. Because he knows the IRS agents as well as you know the bartenders at the Taurus.
8. He actually enjoys preparing taxes -- do you?
9. Let him worry about your taxes -- his hair is already grey.
10. All the other accountants in town are powerboaters.

L.B. CARPENTER, CPA, MBA, MS Taxation

305-661-7729

LBBEATSIRS@AOL.COM

It's Official – Sea Scout Ship 1946 is Chartered

After 5 months of work, our Sea Scout Ship is now “official”. That’s right, as of the first week in January; CGSC’s very own Sea Scout Ship 1946 received its official charter from Boy Scouts of America (BSA). Sea Scouts is a branch of BSA for young adults between the ages of 14 and 21, who have an interest in boating and all things maritime – of course, our ship’s principal interest is “sailing”.

I would like to thank all who have assisted us in getting to this point, especially Phil Kellett – Phil is the ship’s Chartered Organization Rep (COR), and he has been instrumental in teaching our Sea Scouts about sailing, navigation and seamanship aboard Shadowfax. Attached are a few photos showing our Sea Scouts participating in various activities at CGSC and sailing on Shadowfax (Phil’s trimaran).

As you would expect with any newly formed organization, our current class of Sea Scouts is very small, and we would like to get more kids involved. So, we are now in the process of developing a plan to

bring in some new Sea Scouts. If you know of any teenagers (boys and girls) who have an interest in maritime adventures, please tell them about our Sea Scout Ship – to find out more about SSS 1946, please feel free to contact me.

Larry Arrington
ufgators4ever@bellsouth.net



Coconut Grove Sailing Club
2990 South Bayshore Drive
Coconut Grove, FL 33133
305-444-4571

PRSR STD
U.S. POSTAGE
PAID
MIAMI FL
PERMIT NO. 461