



Tiller Tales

January 2009

From The Editor - Franz J. Walkow



Limestone Karst, one of hundreds



Keith McKay, currently living in Phuket

Happy New Year 2009, hope everyone had a great Holiday Season. Now is the time to plan the club activities for the coming year. First of all, don't miss the Change of Command dinner on Jan. 30th. Get dressed up, come dance and listen to a few short speeches as the new officers on the GSC bridge ascend to their new ranks. Sign up quick, Debbie Halmark can even accept charge cards. Our first social event of the year, the Cruising Committee Planning Meeting was a great success. Good food, good turnout and good suggestions and discussions. Much planning for social gatherings (since we are in need of a Social Chair for 2009) was also accomplished. The article by Janis Walkow "Cruising gets Organized", lists some of these planned events. Your editor has volunteered to publish his proposals for charters in Croatia, Greek Islands, Marsh Harbor and Canals in France and England, plus any other proposed charters by GSC members.

Most of this issue is based on Bonnie's cruising north last summer. You all know the pretty blue yawl owned by Al Diron. Thanks for the Bonnie articles to Linda Johnson, Shirley Kaplan and Nancy Marsh. The link at the bottom can be used to view 123 pictures Linda has shared on Shutterfly, from their adventures to the Chesapeake, Cape Cod and Maine. Festooning this issue are some pictures from your editor's sailing adventures in Ao Phang-Nga, the bay on the east side of Phuket, Thailand, this past November. Article to follow some time this year. It is a spectacular place to sail. We have scanned in a handout for a record breaking raftup Feb. 28th in Lake Boca. —End
<http://share.shutterfly.com/action/welcome?sid=0AaNHLJmzasmTjI>

CRUISING GETS ORGANIZED - Janis Walkow

On Saturday Jan 17, Gil Snyder and Sue Rineer hosted a get together to organize the Cruising activities for 2009. There were quite a few participants. I am going to attempt to summarize the activities discussed.

First we asked all of the attendees to share their cruising histories and recent experiences. They were many and far reaching. We then discussed plans for 2009.

Sam and Carol Morgan on "Rhumboogie" are planning to leave for Key West on or about February 18th. They would welcome any buddy boats interested in a few weeks of fun and relaxation. Other adventures being planned this year are Steve Dublin and Joe Merchburger (with perhaps some help from Al Diron) are planning to sail to the Dominican Republic. Lucy and Mary will fly in to meet them and sail back (the downwind leg).. About June 19th John and Beverly Schafer aboard Permanent Vacation are planning to leave for the Abacos. Sam and Carol on "Rhumboogie" are planning to go to Portsmouth, Virginia for the summer and would be happy to show the way to others who may want to sail up that way. I am sure there are other sailing adventures in store and if you let Franz Walkow 'the editor' know we will include them in future versions of e-Tiller Tails. Gil Snyder and Sam Morgan will look into publishing a password protected list of firm cruising plans to be shared among GSC members.

There was a lot of discussion about how crew was chosen for cruising trips of several days and weeks. These discussions led to plans for social occasions where boat captains could become comfortable with potential crew from the ranks of GSC members. The following raftups and land party have been proposed.

Following the couples race on Feb. 14, Permanent vacation will plan a raftup

For St Patrick's day, Janis & Franz will plan a raftup on March 14th. Mike and Marilyn volunteered Blue Hwy as the raftup boat since Janis & Franz are boatless.

On April 19th Linda Johnson and Al Diron will plan festivities at the Miami Yacht club at the start of the Miami to Key Largo race.

In May on the 23rd Sue and Gil will plan a raftup probably somewhere South of the Port Everglades inlet.

In late July, Janis & Franz will host a "pool party" to celebrate and discuss the first half activities. We will probably refine the second half activities at this time.

Hopefully, the great annual Beach Bash.

For Labor Day, Lucy, Steve, Joe and Mary "volunteered" to plan some activity. In October there is always the Columbus Day regatta, November Marilyn and Bev are going to plan Thanksgiving on the water.

Finally, in December, there is the Boat Parade. -END

Sailing aboard Bonnie - Shirley Kaplan

Sailing aboard "Bonnie" with Al Diron and Linda Johnson is a wonderful and unique experience. This Experience in July 2008 occurred from Narragansett Bay, RI to Marblehead, MA. There is a big thrill sailing "Bonnie" twelve hours through dense fog of Mass Bay without radar, particularly knowing Al, a very competent skipper is conducting this adventure.

At 9:00 AM Linda cheerfully headed to the galley to prepare a large pot of super delicious soup which made a perfect lunch. We all insisted on a repeat of the same for dinner. After anchoring and devouring Linda's soup, we still had energy and enthusiasm to play one of many games of choice. Which is a tradition aboard "Bonnie". What a delightful way to end each day laughing, teasing and simply hooting and hollering over winning or losing.

It was a wonderful privilege to be a member of the crew. -End

Sailing with Al and Linda - Nancy Marsh

Sailing with Al and Linda on Bonnie is the best of cruising. ...a beautiful boat with the consummate host and hostess. Shirley and I flew in to Providence, RI; David picked us up at the airport and drove us to the marina, about a 10 minute drive. A burly fellow took us over to Bonnie in his launch and the adventure began

After a wonderful dinner and settling in night, we sail next day past dozens of swans as we head for Newport. I thought I'd seen sailboats, but never anything like this. It is a fantasy island of sailing, with so many beautiful boats sailing all around us. We spend several days sailing and watching 12 meter races and classic boat races, touring the town and visiting with friends old and new. A moment never to be forgotten was sailing up to our anchored dinghy. All in position-Al and Cole on the bow, Shirley at the jib, Linda at the helm. Boats to the left, boats to the right, I stand at the mast, my job to drop the main on cue, my heart in my throat and my thoughts "this is not my boat that boat is very close they know exactly what they are doing- Drop the main! and we are at anchor... all in the space of what seemed like 10 seconds, wow -piece of cake!

In Onset, MA we dinghy in to town for a pizza and beverage. Rub a dub with five in the tub, the motor conks out half way back to Bonnie. Cole, the young crew fellow on board, and I decide we can paddle the rest of the way. (I did go to summer camp) We are paddling along quite nicely when Cole decides we need a song (he was a camp counselor) . Now, there seems to be an age factor in being able to remember both words and tune, not necessarily aided by several pitchers and hysterical laughter. It may have looked like we needed a tow, but the men who gallantly came to offer one were told politely, no, thanks, we're doing fine. It gave us time to learn the song, and sing a few rounds. Next time you see Al, ask him if he will sing.. "Our paddles clear and bright, flashing like silver. Swift as the wild goose flies, dip, dip, and swing....."

Sailing in New England is different than south Florida sailing. There are large rocks with lighthouses everywhere. There are the very necessary fog horns that I learned have different signals...bells and horns with variations of patterns. There are quaint little towns with names like Quisset, houses with gabled roofs, piers with every configuration of boats, lobster pots, strong currents, and sailboats beyond imagination...straight out of Winslow Homer and Norman Rockwell. There was time for sailing, talking, playing games, hiking, cooking, eating, napping, reading, reflecting, sailing. Time for learning new things about friends you are with, and places you've never been to. Yes, sailing with Al and Linda on Bonnie is the best of cruising. - End

Bonnie is Headed North - Adventures from Miami to Maine

- Linda Johnson

Chapter One—Headed for the Chesapeake

Finally! May 04,'08. We cleared the Port of Miami on a breath of southeast wind with the Gulf stream at our backs on a bright clear Sunday morning. The sea gods were with us and have, after 17 days, still not abandoned us. The first two days we flew our reacher-drifter, and with the push of the stream ran a steady 7-8 knots before the wind. Absolutely glorious sailing, the kind of breezes and seas we dream of. We made overnight stops at West Palm and Ft Pierce then a two day offshore run to Fernandina Beach where we put in to wait the passage of a small cold front. We have good friends in Fernandina who rowed out to our anchorage for breakfast and exchange of family news. Our crew, Susan and Cole (we refer to them as the kids) settled into the routine and seem to inhale every bit of sailing knowledge Al or I can produce. They are eager learners and under Al's tutelage already competent sailors. Both are able to set and trim sails, handle ground tackle, toss a line, read the GPS and set a course. I believe they are better at the mysteries of our GPS plotter than I am and have even on occasion shown Al an electronic trick or two.

From Fernandina, we again encountered an idyllic sea/wind condition and arrived in the Warsaw inlet off Savannah on our third day out. My dear friend Gayle met us at the Thunderbolt Marina to take our line. We arrived in the Savannah area just hours ahead of another frontal passage. We spent the next four days feasting with Savannah friends, walking in a state park, and touring the Gulfstream airplane factory.

Since Savannah, we have continued with the same fair winds, great seas. Al, astute as always, has navigated us to save haven during the heavy weather and frontal passages. So, not only has the sailing been fantastic, we have enjoyed the funky fisherman's village of Georgetown SC, Morehead City NC,

and Hobucen NC. We were planning to go into the ICWW system at Cape Fear and sail/motor up the *ditch* to Norfolk V, but the sailing was too good to go in so we sailed past Cape Fear and entered the system at Morehead City. Our entry up the channel was dramatic. The front was upon us, 15 to 20 k's of wind, but no rain yet...We dropped all sails but the #3 and sailed up the channel to the Morehead City Yacht Basin going 7 – 8 knots. We tied up and listened to the wind howl with gusts up to 50 k. When the wind finally abated, we ate dinner at the Sanitary Fish Company (named for it's attitude toward alcohol).

Never, never, did I think I would find myself heading north in the Intercoastal waterway. I thought it would be all motoring...for sissies, not for real sailors. Not so. Since entering the system at Morehead, I have been constantly delighted and surprised at both the beauty and the sailing; there are huge bays and rivers with super sailing not unlike the banks of the Bahamas. Picturesque? You bet! Savannahs, birds, remote farms, and fish camps. It is truly beautiful. We left the small shrimping docks at Hobucen this morning flying the reacher-drifter. In the meantime, the wind has dropped and we are motoring. We have eaten some of the best fish, shrimp, crab I have ever tasted bought just-caught at the fisheries. We are only 3 or 4 days from Norfolk, now, where the kids will leave us for 6 weeks before rejoining us in Newport RI. Al and I will spend that 6 weeks cruising the Chesapeake ...another 1st for me.

Chapter Two—Cruising the Chesapeake and Beyond

June 15, 2008

We went through a heat wave with a heat index (whatever that is) of 112 F and survived by

anchoring in the middle of the bay outside Oxford and the Tred Avon Yacht Club on the Eastern Shore. We spent liberal time swimming in the yet nettle-free water, and made occasional trips to AC-ed restaurants and YC. The YC is wonderfully situated and friendly. Weekly races are started from the upper deck of the clubhouse which sits on an arm of land with a full view of the bay making a great location for race starts and finishes. The heat wave only lasted 4 days. When over, we continued making our way northward. We anchored about 10 miles south of Baltimore in a little Creek full of multi million \$\$ mansions and million \$ cottages lining the banks. It is pretty from the water but all docks and marinas have *NO TRESPASSING or DOCKING*. Even the marinas are private. A very off putting kind of greeting. Safely anchored, it doesn't seem to matter much, but this 'tween Annapolis-Baltimore corridor of the Chesapeake is probably the most consumer oriented, snobbish area I have ever experienced. On the water, however, people are friendly; they wave and we were even encouraged to join a raft up off a little island with large *NO LANDING* signs. One sailboat anchored among the +/- 500 anchored power and sail boats sported a full rock band and sound system. The shoreline of the island has a fence exactly at high-water line with signs every 20 yards stating *PRIVATE NO TRESPASSING*, but at low tide, the sandy beach and sand spits are loaded with splashing adults and children swimming back and forth to their anchored boats. The music was to begin at 8:00 PM but, alas, we sailed on to a *friendly* marina on the Magathy Riverr where we anchored and were able greet and drop guests and do a bit of re provisioning. (By the way, it was light there until about 9:15, so we put a lot into each day.) Some days later, we discovered another beautiful little cove near Gibson Island. Our guide book gave us no info on this little jewel of a cove with its yacht club at the west end just east of the causeway approaching the island. We dinghy-ed to the docks of the Gibson Island Yacht Club to inquire about reciprocity and a possible mooring (hoping to do a laundry and take a shower). Just as we pulled up to the dock, a uniformed security person strode down the dock and with a totally deadpan face said (no inflection) "What can I do for you?" Al asked about reciprocity and the same face replied "We do not have reciprocity". Al asked, "do you rent moorings?" Answer: "No, and if that is all, sir, this is a private island." He did not say "get out of here or I will call my dogs..." But, we felt it. The funny part is, Al had put his sandals on the dock and the encounter had been so curt that we left without retrieving them. The sandals were remembered half way back to the boat. Al took me to the boat and went back for them without me. All he said when he got back to the boat, sandals in hand, was that, yes, the same gorilla was there to greet him and so were the sandals. As it turns out, the island is summer home to the Rumsfelds and other well known Washington bureaucrats, so now we know where all our tax paid Washington politicians spend their summers with their families...the shoreline between Baltimore and Annapolis carefully guarded from the riff-raff.

The Eastern shore, by comparison (home of all those Purdue chickens in the meat dept of your local market), is very friendly. The *Eastern Shore* is all those barrier islands parallel to the coast on the east side of the Chesapeake; full of totally sail-able creeks, small towns, and heavily wooded shorelines offering great protection from frontal passages. This is the time of the year to sail here: before bugs and nettles. Al says arrive early spring and sail out by the 20Th of June.

Leaving the Eastern Shore, we sailed to the center of downtown/old town Baltimore which, like Annapolis, is a boater friendly urban paradise. What fun! Sailing right to the dock in the center of the city! Along with the requisite laundry, visit to a West Marine, showers, and restaurants, we visited the museums and toured the historic part of the city. We met with friends and their 3 children and were able to have a couple of great day sails. Rich, the father, and two of his children met us at Magathy Marine on the Magathy. The wind was very light so the kids, ages 9 and 14, were able to dive from the front of the boat and grab the dinghy as we sailed past. Having the children aboard brought back happy memories of sailing when my girls were young.

All of the Chesapeake was an adventure and the sailing was great. We mostly just sailed from anchor to anchor enjoying the beautiful creeks, ospreys nesting on every aid to navigation, frolicking pairs of sea rays, and the gorgeous flora lining the shores. We cranked up the engine occasionally to charge the batteries, give the fridge a boost, and when the wind was so *gone* we were making way in reverse, to give ourselves a boost.

I left the boat for three weeks on the 26 of June for a visit with my family in Cuba. During this time, Al had a *boy's* trip with a friend and his 15 year old son (Max, the son has sailed with us many times including Bahamas, Maine, and South Florida). They sailed out the canal at the top of the Chesapeake without any hitches and had a glorious off shore sail to Providence RI

where they left the boat on a mooring at the Rhode Island Yacht Club. Al visited family in Mass. and tended to his houses. So *Bonnie* bobbed alone at her mooring till the 16 of July.

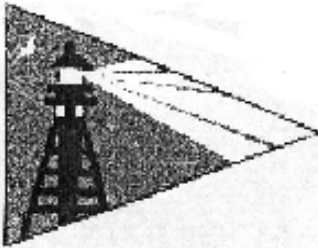
- End Chapter Two (more to come)



Janis on board Sundance,
Ao Phang-Nga, Thailand

Angkor Wat, Cambodia





HISC 6th Annual Change of Command Great Circle Raft Up Feb 28 - Mar 1 @ Boca Lake

Please join us for our Change of Command Cruise
& world renowned Circle Raft Up

What will you need?

- Two long spring lines
- One long bow line (30 to 40 feet)
- One stern line
- Two or three (or more if you wish) big clean fenders
- At least one AB Seaman (able body) on deck
- A Good Seamanship Attitude
- Anchor boats will need good bow and stern anchors with kelleets if possible

The Procedure:

- ☉ Anchor Boats will arrive Friday night and stake our claim
- ☉ Anchor Boats will receive instructions on a separate memo
- ☉ Rafting boats are assigned a rafting position and raft up time. If you are running late, no worries, we will work you in, just be prepared to hover around for a little while and try to say out of the way, we'll call you in on channel 68.
- ☉ Put out fenders port side mid to aft quarter
- ☉ Take looped end of lines from boats to your starboard and pass looped end to boats to your port (take loop – pass loop)
- ☉ Take or pass lines from/to the windward or up current boat first

Tips:

- * Have deck hands, lines and fenders in place before starting to raft
- * Advise crew of procedures before starting to raft
- * Advise Raft Masters if you require assistance on board
- * Have a bow and stern anchor ready on deck (We will dinghy set anchors from every other boat)
- * Keep crew on deck for final adjustments
- * Pay close attention to the Raft Master on channel 68
- * Keep dinghy painters short and tight to the stern
- * If you want your dinghy inside or outside of the circle, do it before the circle closes
- * Do not traverse into the inside of the circle, and be very cautious of anchor rode on the outside of the circle
- * Keep smiling and have fun.

Circle Raft building will begin @ 12 noon. Cruising Flag unveiling Ceremony will begin @ 6 p.m., followed by a Dink, Drink & Drift. Bring an appetizer to pass between dinghies.

Earn an extra 2008 or 2009 cruising point by staking out our spot on Friday night.

Please contact Hal Steward @ (954) 242-5985
popeye1999@juno.com or Alan Katz @ (954) 782-6176
katzalan@aol.com to sign up.





Thai Massage Girls, one hour full body massage for \$9.



Sundance in Boat Lagoon Marina, Phuket, Thailand