



# Tiller Tales

March 2009

## From The Helm



Thanks Drew Siegle , 2008 Commodore,  
Welcome Astrid Hunton, New 2009 Commodore

### From The Editor

Welcome to the new officers and board. This issue has lots of news and reports from our new Commodore, Astrid Hunton. Thanks Astrid.

Next event is this coming Saturday, March 14th, the annual St. Patrick's Day Race off Port Everglade and following the race a Raftup (party!!!) in Lake Sylvia.

Bring your conch horn. Franz Walkow , editor

I am writing this from my boat, tied to the dock, actually, mired to the muck at the dock since it is a low spring tide. Driving to the boat this morning we drove past the beach and ocean. It looks like a glorious day to be on the water but spring boat chores beckon.

As your 2009 Commodore I have a lot of activities to organize. I also have a lot of challenges this year. We are all a bit numb from the ever present media telling us how bad things are financially and employment wise. From my initial research of the clubs books I see the following: membership is down to 100 members, our coffers are low due to less members, reduced fees and little to no money raising activities. There is no stimulus package coming from the government that we can use, we need to create our own stimulus package. The plan is pretty simple but it needs your help.

**PARTICIPATE!**

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**From the Helm** (continued)

Bring your boat out for races, cruises, raft ups, and come to the house parties.

The good news I have is I have heard from many great people in the club who have volunteered to help. This year's Boatathon is already into its planning stages- You need to plan on joining in the fun

I have volunteers to run the Beach Bash- Its tentatively scheduled for August 15- mark your calendars and attend

I have home owners who have offered to open their homes for house parties- Plan on coming to meet some new club members and have fun. We will be serving beer, rum drinks and wine for a reasonable donation. The homes are all east of 95 so that should make many of you happy!

I have a volunteer to run the ships store- tell me what you would like us to sell

We have a very active Learn to Sail and Lake fleet- would you like to learn to sail a small boat or could you lend a hand at the lake on a Saturday – ask Louis or a flag office for more information

The last thing I ask from you is to reach out to new or even existing club members and say “ HI”. We all have our comfort zone of friends but adding a few more to it really doesn't take much effort.

Astrid Hunton, Commodore



**Key West Race  
Crew**

## News and Events - Astrid Hunton Reports

### Key West Race results

Bandana- 2 in Phrf B, 4<sup>th</sup> over all

Commotion- 1<sup>st</sup> in Phrf C, 2<sup>nd</sup> overall

Patriot 3<sup>rd</sup> in multi hull

Phoenix- 6th in Phrf b

### Participants

Dave Wallace, Drew Siegle, Steffi Schiffer, Frank Junkin, Chris Woolsey, Astrid Hunton, Ross Hunton, Steve Dillon, Gary Sampbell, Toni Luggier, Bob Anglin, Andy Abel, George Pырpiris

### Valentine's Day Race

4 boats raced 1 set of Para sailors almost shish kabobbed. 1 boat finished, 5 boats had a great day of sailing, just not always in the direction of the course!

Puff, Osprey, Permanent Vacation and Insynch raced

Puff finished in a building breeze with a beautifully performed finish and gybe to thank the committee boat.

Permanent Vacation had a great sail and was able to put up all sail and get photos taken by the committee boat.

Insynch is new to the area and found out about the strong winter Gulf Stream that comes to shore and causes race marks to be impossible to round

### Valentine's Day Raft Up

Permanent Vacation, Commotion, Shell 40, Insynch, Puff-race, Osprey, Paradise Island, Risqué Too, Wind Pirate, Eureka, Blue Hwy, Munin, Can Do

### For Sale

Patrick Nannery is looking for a new owner/owners for his boat , The Office, a Hunter 33. Give him a call on 954-249-3679, take her for a spin and make an offer.

## Hillsboro Inlet Sailing Club— Largest Circular Overnight Raftup

As we reported in the January Tillertales, HISC held a hugely successful record breaking circular raft up Saturday Feb. 28th in Lake Boca. We had a good turn out from GSC. You can view an 18 photo slide show taken from the Lake Boca web cam by clicking on the link below. Pictures from the blimp will be posted on the HISC web site ([www.hisc.org](http://www.hisc.org))

[http://www.kodakgallery.com/ShareLanding.action?c=11i2d9wr.4j27xuhv&x=0&h=1&y=eml2nd&localeid=en\\_US](http://www.kodakgallery.com/ShareLanding.action?c=11i2d9wr.4j27xuhv&x=0&h=1&y=eml2nd&localeid=en_US)

### GSC Participants

Commotion, Carretta, Maitiki, Amara, Permanent Vacation, Eureka, Joint Decision  
Ryan's Place, Takalani

### " A Sailor is Born"



**1957 Puddinstone Reservoir**

**Los Angeles , California**

**On a 17 ft O'Day**

**The young mate is-**

**Wearing attire that obviously inspired**

**Ralph Lauren's nautical collection,**

**Wearing a trendy sailors hair style,**

**Is sporting a big smile,**

**And looks confident while hangin' on.**

**First sailing lesson remebered:**

**When Dad shouted, "Comi'in about"**

**It meant move your meat to the other seat,**

**Duck under the boom and stay out of the way of the tiller!!**

**Can you guess who grew up to be a Gulfstream Sailing Club member ??**

**E-mail the editor with your guess of the identity of above sailor.**

## Fort Lauderdale to Key West Race - Astrid Hunton

This year's Fort Lauderdale to Key West race provided an interesting mix of conditions. In fact, there were almost two separate races.

For a week prior, I had been keenly following the development of the weather forecast. Some might say obsessing, even. I knew that if we didn't get an opportunity to reach in plenty of breeze, we'd have a hard time keeping up with the lighter boats. As race day approached, the forecast started to look ominous – light winds out of the north. This was not good news for us – we only carry an asymmetrical cruising spinnaker which is not much help dead down. But a glimmer of hope began to appear – some of the forecasts were indicating a building pressure gradient late in the race – maybe as much as 20-25 kts out of the north-ish. Exactly what the Dr. ordered. But just exactly when all that would arrive was up for some debate.

Race day dawned and produced the forecast light winds and very cool temperatures. This race is always well run by the LYC and SORC, and this year was no exception. All the racers got off cleanly and the race was on. Our strategy was to try and keep in touch with the symmetrical-spinnaker boats and hope that the wind would kick in soon enough for us to leg out on our section. So began several hours of coaxing Commotion downwind using every sailhandling tactic we could conceive. We even discovered that flying wing-on-wing with the clew of the 'chute poled out to windward was actually pretty fast. But our tactic was working, and by the time we reached the Miami sea buoy we were still in pretty good shape. Not 1<sup>st</sup>, but certainly still in the hunt. At the sea buoy in late afternoon, we encountered a large pod of dolphins and about 2kts of current which extended our critter watching time. It was something of a slow-motion mark rounding, surrounded by cavorting dolphins in the late-afternoon sun. A few of the boats misread the sailing instructions and didn't realize that you could head back inshore after the mark to escape the current – that's the last we saw of them.

As the day progressed and turned into evening, the wind got fluky and we continued making sail changes. At one point, we even encountered a completely un-forecasted SE wind which almost caused our navigator to lose his mind. But around 10PM, the wind started to build out of the north and the real fun began. Wind and wave conditions steadily built, and by midnight we were blast reaching under the spinnaker with a nearly full moon and surfing conditions. The boat speed built – 8kts, then 9, then 10's, then 11's! Smaller boats began to fall astern as we picked them off one-by-one. On we flew – our helmsmen rotating shifts were reluctant to turn over the wheel. This was the kind of sailing you dream about.

The boat was under control and we had the hammer down. If only it had been 10 degrees warmer, but no matter. We hugged the reef compulsively. Our navigator began using the VHF's built-in intercom to provide course adjustments to the helmsman, which was good for some amusement when the little voice in the binnacle started telling us to "come up 2 degrees". As we gradually turned west, the wind came too far forward to carry the spinnaker any longer. After collapsing it and violently re-inflating 4 or 5 times, we knew it was time to shift to our new #2 headsail before we ripped the mast out of the boat. The change was accomplished without incident and on we went, careening through the night. A few crew went down to nap, and at one point as the boat rolled hard on a particularly large wave I watched as two crewmembers and all the cushions in the main salon went toboggan-ing down to the low side. One (mostly) sleeping crew member opened one eye after her short ride, decided that she was still comfortable enough and promptly went back to sleep. After the race, she presented me with a well-thought-out schematic for a new lee cloth system.

The wind held, as did our speed. Adrenalin and Red Bull kept most of us on-deck and focused. At times we were hitting the mid-teens over the ground and making tracks like we couldn't believe. Spray was flying from both sides of the bow, and we were making a rooster tail like a powerboat. At 5 AM, I took another turn at the wheel, and refused to relinquish control until two hours later when I could no longer hold the wheel. It was probably the greatest two hours of sailing I've ever experienced. Dawn broke and our section was nowhere to be seen. Around 10AM it occurred to my over-caffeinated, red bull-addled mind that putting up the spinnaker again would be A Good Idea, and so the order was issued. Up went the kite, which promptly collapsed and then shock loaded once again. This proved to be the final straw for the previously-abused masthead crane which immediately sheared in two and allowed the halyard to drop 6 feet. As bits of aluminum rained down it took us a few moments to figure out what had just happened. We quickly recovered the spinnaker and continued on our way. The sail came down with some difficulty, and we then discovered that the halyard had chafed almost  $\frac{3}{4}$  of the way through – we had maybe another 30 seconds before the sail would have gone in the water. Not good at 11 kts. But disaster averted, we didn't lose much time and proceeded on our way. I did a quick review of the schematics for the masthead assembly and some forensic work on the recovered parts and decided that the rig's structural integrity was probably not compromised. Probably. We'd find out for sure on the last windward beat.

## Key West Race (continued)

All throughout the morning, we anxiously monitored the VHF and listened as each boat ahead of us reported their arrival at the Key West sea buoy. Urgent calculations of handicaps and finish times began to look really encouraging. But it wasn't time to celebrate yet and the hardest part was yet to come. By this point, we were seeing a solid 25 kts out of the NW and the waves in the Key West channel had built to 3-5'. We reefed the sails down, turned the corner and began the final slog to the finish. Still making 8 kts, rail down, green water across the bow, crashing through the waves, I decided that the mast was probably not coming down today. We tacked 3 times and then the flood tide lifted us to the finish beautifully. As we crossed the finish, our on-board calculations showed we had done better than we'd dared to hope. Grins and high-fives all around. Later (much later, as it turned out) we learned the official answer – 1<sup>st</sup> in section and 2<sup>nd</sup> in PHRF overall – we were stunned. There were a lot of really fast boats and great crews out there. Much celebrating ensued as we were determined to “win the party” too. But what happens in Key West, stays in Key West. Or on my website. Whatever.

As is often the case with long races, the result had as much to do with luck as it did with skill. I had a great crew full of friends that have sailed together for years (decades in some cases). We got the weather we needed, and we didn't break anything critical. We made our plan, stuck with it, and it worked.

Astrid Hunton, Commodore

The Start,  
Ross Hunton



The Start



El Commodore



The Crew aboard

## For Sale

"The Office", 1993 Hunter, model 33.5 is for sale. This is a comfortable cruiser and part time club racer, draws 4.6, powered by a Yanmar 3gm30 with low hours. All lines come to the cockpit, has a walk thru transom, & is very easy to sail. The boat has a 54' mast, is a "fractional rig", and has a 150 Genoa. There is an "A sail", new in 2006, complete with sheets, snuffer and blocks, and only flown 4 times. The main and genoa are new in 2002/2003. There is also a 'Whisker pole".

The boat has an 80 amp alternator with 4 golfcarts, along with a 50amp alternator as a spare. The boat has two VHF radios, and comes with two handhelds. There is a Garmin 192C color chart plotter with the Bahamas chip and also a Garmin 120 as a backup.

There is a roll up West Marine dinghy and a Johnson 3.3 hp motor with less than 10 hours. The boat has a 22lb Delta anchor, 30 feet of chain and 250 feet of rode.

This boat has the Hunter Cruising Package, can sleep 5/6 in comfort, and has a stand up shower, hot water tank, fridge and has Marine Air, along with 50 gallons of fresh water and a 25 gallon holding tank.  
Asking 48,900, negotiable.

Pat Nannery, 954 249 3679.