

Tiller Tales

July, 2009

From The Helm

This year has been a busy and tough year. The club has gone through changes and has seen a dwindling membership which also leads to a dwindling cash reserve. We have had our vice commodore step down, the website broke and the IRS would like a few dollars from the club. All in all, not the year I had hoped for but, everything happens for a reason.

What I want to see happen is for club members to participate. You didn't read the word "volunteer", the word you read was PARTICIPATE.

I have been very lucky with the board, flag officers, cruising and lake officers this year. They have all been working hard at their assigned tasks to complete them and make the most of what there.

We have had 2 beer can races and only 1 boat has shown up at the line. Both of the days the races were held were beautiful weather for a sail. The summer sailstice sail was the most disappointing since we talked about it at the June meeting and sent out notices for the race. We will continue to have beer can races throughout the summer. Come out and enjoy a casual summer sail with friends and get in a bit of friendly rivalry.

Beer Cans are scheduled for 6/26, 7/25, 8/22. We can schedule more if more people are interested.



Your Commodore Astrid Hunton at the St. Patricks's Day Raftup.

From The Editor

Your editor has been traveling a lot since March, to Ocala, Raleigh, New Jersey and to the Abacos on a Moorings charter 40 ft catamaran, named ISLAND GIRL , With the web site broken , we had an excuse not to publish in April, May , but June is our fault. We have lots of news, cruising and even a racing story in this issue. Your editor visited the Lake Learn to Sail program on Waterway Cleanup Day, trimmed a lot of bushes and had a great sense of accomplishment, even with the sore hands from the machete. We need some more volunteers to make Saturday morning at the Lake their participation in GSC. Enjoy the pictures .

Franz Walkow - editor

From the Helm (continued)

We will be holding a big boat/little boat party at the Lake on July 19 starting at 10am.

For Social, we had a successful 4th of July party and great fireworks at the Swinghammers. We have plans for a Share Your Cruising Stories Party (AKA 2nd Annual Post Bahamas Party) at the Walkows Pool July 25th. The Annual Beach Bash will be held August 15th at the home of Mike & Jan Rush.

Cruising had a busy spring with successful raft ups for St Patrick's Day and the Chili Cook off Las Olas. (See the photos in this issue). The Haul Over and Memorial Day cruises were not so well attended but weather played a big role in at least one of those dates. We will have more cruising events and hope to see more people out and participating.

The Future of the club

We need to start thinking about next year's flag and board officers.

We need to think about who will be commodore and rear commodore. We also need to find volunteers for cruising and racing chairs. Do you know of someone who would be good for a position? Speak to any of the flag officers in person, by phone or via email.

Many clubs are having a tough time holding their membership together and holding activities that people will attend. The clubs that are successful are clubs that people reach out and welcome new members and where existing members stay active and involved. Our club is down to about 120 members and we need everyone to be involved and stay active. Help make our club a success and not just something that we talk about or say that we are members of the club. Talk is just that, action is more fun!

Your Commodore - Astrid Hunton



**Chili Cookoff
Raftup off Las
Olas**

News and Events - Astrid Hunton Reports

Annual GSC Beach Bash Saturday August 15th

At the home of Mike and Jan Rush. You can arrive by boat, foot, bike or car; parking is limited so plan accordingly. Nancy Marsh and Robyn Medlin will be your party masters this year. Offer to lend a hand with the grill or prep and have a great time. Emails will follow as will announcements at the July and August meetings on time and other details

Boatathon - Save the date September 19th

Prepare yourself for the best organized, thought provoking boatathon we have seen maybe in the history of Boathon. Make sure to attend the August and September meetings to get clues, figure out the theme and prepare your ship to take on the challenge!

Super Sailmakers

Deserves a big thank you for supporting our club in many activities. Besides making sails that make our boats fast and providing great customer service, Bob Meagher has helped us with flags for the Gulfstream Regatta and is helping with flags for the Boathon. Thanks Bob and Super Sailmakers

Lauderdale- Key west News

The Fort Lauderdale Key West trophy has been found and refurbished. The trophy was missing in action since 2005 when it was last updated with Bandana as the winner that year. This year the organizers of the Fort Lauderdale-Key West race decided not to present a trophy to the GSC boat due to the club trophy being missing for so long. The problem was they didn't tell any GSC member or even the people who organized the trophies. Amazingly enough, the trophy was sitting in the storage locker, a bit worse for wear but still intact. Where it has been for 4 years, no one seems to know. The plaque was missing and the trophy a bit scuffed. I took it to the person I knew can do wonders with wood, Bill Bradley. Bill gave the trophy a bit of TLC and it is now restored to its original beauty. The trophy will be presented at the August meeting for all to see. It will also begin to make yearly appearances at the Lauderdale-Key West Regatta party and be presented to the GSC boat that finishes the Lauderdale-Key West race with the best time.

SUMMER SCHEDULE

Regatta Time In The Abacos- ABACOS, Bahamas 7/3-11

Learn to Sail- lake- adult 7/5

Kids camp at the lake- 7/6

Learn to sail - lake- adult continued- 7/12

Learn to sail- lake- adult - 7/19

Big boat/little boat - lake- 7/19

Beer can - 7/25

2nd Annual Post Bahamas Party at Walkow's Pool - 7/25

Pitcairn- 8/8

Beach party 8/15

Beer can -8/22

Labor Day in Bay?

Treasurers Report

There are rumors circulating in the club surrounding the financial situation of the club. The club has money in both our checking account and our mutual fund.

We are in discussions with the IRS due to incomplete tax filings in 2006 & 2007. The club used H&R Block for tax preparation and one year, incomplete documents were filed and another year the club filed the documents late. Helen Swinghammer is working with H&R Block and the IRS to clear up any issues and to try to prevent the club from having to pay taxes and or late fees.

The club reserves have dwindled due to the membership dropping from 300+ members in years past to only 100+ plus members for 2009. The decision to give everyone a break and reduce the fees by \$25 also cut into the club reserves by about \$2000. We will be making the most of the situation and we will continue to hold club events. You may have to pay a few dollars to participate but that is how we have always done this in the past and we will continue to do so in the future.

We need to get our membership up and by doing that our financial woes will take care of themselves. To get new members, we need to welcome new members and get them involved in activities. Step out of your safety zone of friends and say "hi" to a new member, maybe even take them out sailing or offer to go out with them!

Linda Gossett – Treasurer



Nancy Who???? Where is Nancy for the Summer ??!



The ever present ferry to the dock

The Run Down East—Part Two of Sailing with Al and Linda on Bonnie

(continued from last issue)

July 16, 2008 after a couple of weeks off the boat, we regrouped in Providence where *The Bonnie* happily awaited us on her mooring outside the Rhode Island Yacht Club, a friendly small facility at the head of a cove on Narragansett Bay. We being Al, me, Cole, and two additions to *The Bonnie*, Nancy Marsh and Shirley Kaplin, from Fort Lauderdale. On a picture perfect midday, under #2 and main, we reached out of the harbor and began the second leg of our journey Down East. Our friend Jonathan rowed his skull along side to bid farewell and wish us the best of winds. Another perfect sailing day!

We arrived in Newport and anchored among a huge fleet of once famous, hundreds of new modern designs, and many beautifully maintained or refurbished classics; Anyone who refers to Fort Lauderdale as the sailing capitol of the world has not been to Newport. On any given day, you can sit at anchor and watch a fleet of retired 12 Meters, Shields, Concordias, fleets of J boats, etc. heading to a race start or returning from competition. There are these plus the 100s of anchored and moored boats with an intermingling of classic schooners under sail artfully dodging moorings and anchored boats, yawls of all types, and even an occasional multihull. Mix in a few hundred more skiffs, small to mega power boats, a ferry or two or three, and even a few commercial vessels, not to mention an active fishing fleet, skulls, canoes, and kayaks. Now, this is some kind of sailing capitol!

Our second day in Newport, we sailed out of the Harbor and spectated a competition of America's cup 12 meters competing in the first race of the series of events fete-ing Olin Steven's (of Sparkman and Stevens fame) 100th birthday. The grand finale of the day was held at The New York Yacht Club Newport clubhouse (club Mansion). Being the proud owners of an S&S sailing classic, Al and I were able to attend. The evening was a tribute to Olin Steven's with a slide show of his many famous designs including some priceless America's Cup footage going back to America's Cup #1. Al met with Olin and was able to thank him for the marvelous boat we sail and for making it easy for Al those 38 years ago when, as a neophyte sailor, not yet wet behind the ears, he called S&S on the phone, chatted with Olin, and ended up, not with the 45 foot boat he originally wanted but his 48' S&S, *The Bonnie*. Al was misty eyed for a few after this most poignant meeting with the old master.

The Newport fete continued for us for another couple of days during which time we all spent shore time with friends Captain James and his super nifty friend, Robin. James is a great person to know; he guided us, along with Robin, his nephew, and friend of nephew through the main streets of Newport (picture the Pide Piper followed by a motley crew of water-rats) to a little known, out of the way, un-tourist-ed Italian restaurant with a super eclectic group of musicians who roamed from blue grass, blues, rock, jazz, modern classic, zydeco, and back again without a break. The musicians were truly talented, switching instruments as easily as music modes.

Before leaving our Newport escapades, I must mention our Austrian friend Franz and his girlfriend, Traudi. In any *community*, you are bound to meet some really outstanding or unusual people. Franz is one of these. We first met Franz when he sailed his classic wooden S&S sloop into the bay outside the Miami yacht club. Franz is an engineer working in Venezuela who, browsing EBay found a 1937 S&S sloop for sale *cheap*. He bought it thinking he could make it sailable in a couple of years, take it to Europe and enjoy having an American Classic. He had to take her down to the ribs and completely rebuild her. It did not take 2 years, but three, and that is when we met him in Miami. Having put a large portion of his savings into *Perroquoet*, Franz went back to work in Venezuela promising us, if he could, he would sail her to Newport to meet us and to fete Olin Stevens, the designer of his boat as well. We did not really expect him but then eight days before the celebration, he took a friend from the MYC and sailed straight to Newport where he met his girlfriend who flew from Austria. The two of them joined us at the evening celebration. What a world we live in. We sailed in their company throughout the races and parties feting Olin from Newport to Maine and shared many adventures. The night before sailing from Newport, we

The Run Down East—Part Two of Sailing with Al Duron and Linda Johnson on Bonnie

(continued from page 5)

invited Franz and Traudi to join us for dinner on the boat. We were drinking the usual cocktails in the cockpit. Shirley and Nancy were chopping for salad, two beautifully marinated pork tenderloins were on the grill, the other five were enjoying the sights of the harbor when suddenly, “dat sheet,” exploded from Franz as he leapt from his seat in the cockpit. In one smooth move, he unzipped and pulled off his pants, and dove over the lifelines. We all watched, mouths agape as a herring gull which had just knocked the cock-a-billy lid from the BBQ and snatched one of the partially cooked tenderloins, dipped from the weight as he sought flight and then dropped the tenderloin in the water just as Franz rose from his dive. Franz, rising from his dive, looked about, saw the meat sink into the night darkened water, and dove to the rescue. But, alas, the meat was not meant to be part of that supper. Al helped our would be savior-of-pork back aboard, where he towed off and resumed his cocktail. We added two large chicken breasts to the grill and secured the lid. It was a great dinner.

July 21, we hauled anchor at 12:30 and motored to Newport’s inner harbor where we took on ice and water for the next leg of our sail to Marblehead Mass to participate in the next S&S portion of the tribute to Olin Stevens. This portion was sponsored by The Eastern Yacht Club of Marblehead and The Castine Yacht Club of Castine Maine. We raised our main and #2 on the way out of the harbor and sailed east in pea soup fog. Shirley and Nancy were the best of crew and so we sailed, ate, and imbibed a few on the way to Marblehead (not to mention those murderous evening card games).

Linda Johnson



Update on Florida Anchoring/Mooring Legislation

Marilyn Mammano April 15, 2009

Editor: Note HB 1423 was signed into law May27by Governor Christ

House Bill 1423 and its companion Senate Bill 2356 are making their way through the legislative process in Tallahassee. The main action so far has been in the House of Representatives with HB 1423. Largely due to the efforts of people like us, who have been letting their representatives know we want them to protect our right to recreate in the waters of Florida, some changes have been made to the bill. This has caused a major rift in the boating community with some organizations now officially supporting the bill; some undecided and many individuals are confused and skeptical.

There is confusion too as to what is the exact language of the modified bill. When you go to the Cruisers Net site you can download a PDF of what may or may not be the latest version of the bill.

As a result I am urging all GSC members to check out the web sites listed here to get a sense of the debate. From what I have gathered from visiting the sites, reading a version of the modified bill, and talking with representatives from Seven Seas Cruising Association and Florida Open Water Society, this is the current situation.

The pilot program is still on. Now the purpose of a pilot program is to test potentially different regulations to see if a consensus develops around some regulations that could become the basis of a model ordinance that all cities could adopt. However, the bill does not provide for the adoption of such a model ordinance. Here is what it does do.

By 2011, Florida Fish and Wildlife Commission shall select up to five cities (the rumor is that there will be two on the east coast, two on the west coast and one in the Keys) that will be allowed to propose anchoring regulations outside of their mooring fields. These regulations must be consistent with program goals (on Page 46), that in my opinion are vague and not boater friendly. The Florida Fish and Wildlife Commission must approve the regulations and there must be consultation with "associations or other organizations representing vessel owners or operators". Cities who participate can still prohibit all anchoring within the city limits if that is part of the approved plan. The Pilot Program and all regulations enacted pursuant to it will sunset after 2014. The Pilot Program may be continued after 2014 if it is reenacted by the Legislature.

Proponents of the legislation say that public input in the process is guaranteed and our voices can be heard in this way.

Proponents of the legislation say that there is language in the law that gives Florida Fish and Wildlife Commission the power to force municipalities to cease and desist in any regulations to limit anchoring if they are not in the Pilot Program. I haven't found it yet. State law currently prohibits cities from regulating anchoring but it was never enforced it. That is why boaters had to go to court to stop Marco Island from enforcing an illegal anchoring regulation and won.

Proponents point out that there was a subtle but significant change to the definition of "Live aboard vessel" that protects cruisers from harassment because cities are permitted to regulate live aboard vessels. I found that language on page 6. It seems very subtle to me but I have to defer to people who have been closer to the negotiations on this one.

Proponents say that this is the best we can hope for given that the drivers of the legislation, such as The League of Florida Cities have compromised as far as they will go. We have no choice but to trust Florida Fish and Wildlife Commission when they say there will be public input into the process. This is a real

David and Goliath battle with mega money and lobbyists on their side and volunteers on our side.

Opponents of the legislation say they don't trust Florida Fish and Wildlife Commission, screw the Florida League of Cities, enforce the current law and deal with derelict vessels and irresponsible live aboard directly not through anchoring regulations. Power to the People!

In Summary, we are at a crossroads on this one. GSC has been participating in this debate as a partner with the Florida Open Water Society. Until these recent changes the boating community was pretty united in opposition to the bill unless more significant changes were made specifically to the pilot program. Many boaters, including some of our own members, felt we should oppose even the pilot program as a step down the proverbial slippery slope.

As of this writing the Florida Open Water Society has not decided how to react to the latest version of the bill. The Seven Seas Cruising Association and the Cruisers Net and BoatUs are supporting the bill.

If you have any questions email me at mmammano@mindspring.com. **Marilyn Mammano**



Chili Cookoff—Guess Who ????



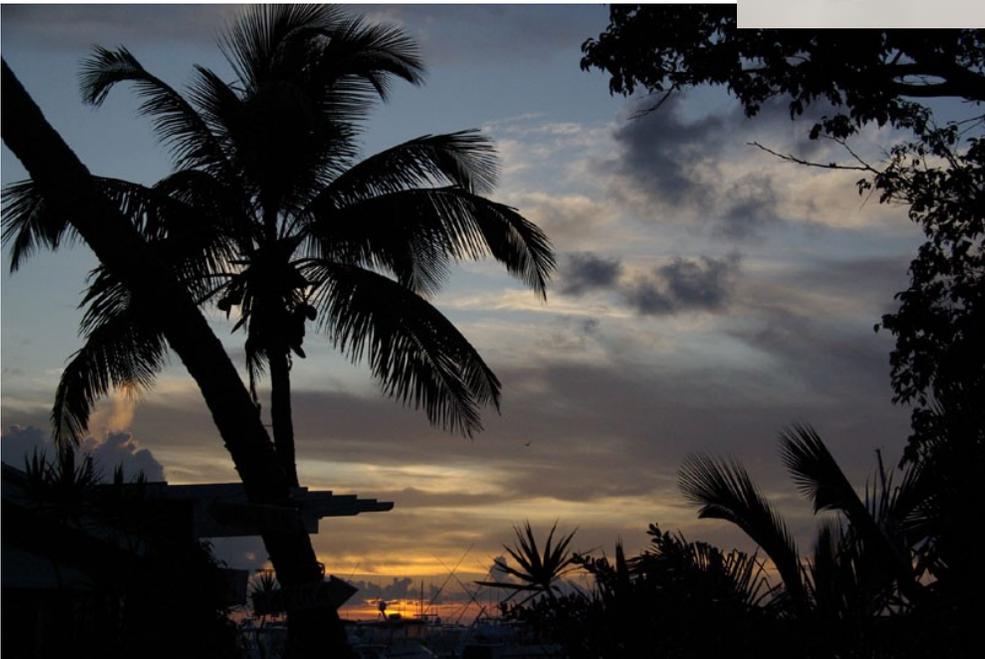
Yummy !!! This one did NOT win



Island Girl — Party Boat in Hope Town



Dressed for the Abacos



!Why we go to the Bahamas

Hospice 2009 on Commotion

Saturday May 16th was warm and breezy with clouds building. The rain that began in early May was continuing on its daily schedule and the breeze was expected to build to 20 knots by midday.

The first start was set for 11 am. The Hospice regatta is a pursuit start with the “slowest” boats starting first. The day was set to be a good day for boats that needed wind and didn't mind a bit of wave action.

At the start, a quick downpour ensued, managing to flatten the water and soak the crew on the boats. Putting on foul weather gear in warm, humid, rainy weather and then proceeded to do a lot of grinding winches and getting sweaty is not the best feeling.

The first mark was a bit dangerous for a few boats with one boat losing an antennae and another boat having a cap rail scraped in separate incidents at the mark. Sadly it seems that accidents are becoming more common in what should be a fun, incident free race. Most of these happen due to inexperience and lack of knowledge of the rules.

We found ourselves in good position on the way to the first mark but in our quest to go faster, we realized we were going much slower due to too much sail. The slow grind of the jib back in took some muscle and too much time.

The rounding of the first mark was clean and we began the leg north to the next mark. The leg north was exciting because we could see our progress as we passed boat after boat, fighting for space, trying to avoid be taking up or falling into someone else's air. We spent a while behind E-Ticket, trying to get over them, under them or take them by surprise and just get around them. We would pick the next boat to pass and work our way around them. Ocean Dancer tried to take us up with no luck and causing them to lose ground. Wind Pirate was off our port side and we were slowly passing them. At the north mark we were doing well. The “red boat” Bandana was behind us but moving closer. We kept a constant look out for them and their position on the course.

The final leg to the finish was a fight with our rear commodore Dave 'Vannais on Cabo Frio with our Treasurer Linda Gossett at the wheel and Tony Elliot on the main. We played back and forth, 1 wave Commotion sliding forward and the next Cabo Frio sliding forward. We were getting close to the end and we both wanted to win. We passed Cabo Frio to then be taken up by Unicorn. Unicorn didn't want us to take their wind and tried to force us to drop behind them. We would lose too much ground in that maneuver so we hashed it out with them, finally overtaking them only to find Cabo Frio ahead of us again. The battle with Cabo Frio replayed until we passed them for a second time.

The catamaran that had flipped about ¼ into the final leg had actually been in worse shape than they initially seemed. Crew from another boat jumped overboard and helped them right their cat. Amazingly enough, the cat came zooming down the course and passed us within 500 yards of the finish. They had an exciting ride.

Gulfstream had 10 boats register for the Hospice regatta and 7 actually competed. Of those 7, 3 took line honors. Joe Fema on Osprey took 1st in PHRF, Dave & Beverly Vannais on Cabo Frio took 1st in Cruising 1 and Ross and Astrid Hunton on Commotion took 1st in ARC1.

The great sailing skills of club members netted the club the Lauderdale Yacht Club challenge trophy for

Hospice Regatta 2009 Report from Commotion

(Continued)

the club with the most first place finishes.

The club presented the Wes Holmes memorial trophy to the family of Else & Bob Lawton, who raised \$10,000 for Hospice.

The Hospice Regatta raises money for a good cause, it is a fun event and everyone involved works very hard. The Gulfstream sailing club is very proud to be involved with the event.

The club has also reinstated the presenting of the club Hospice Challenge trophy. The trophy is presented to the GSC boat with the best finish. The trophy has been updated with the names of the winners for the past years and will spend the next year in the Hunton home.

Plan on bringing your boat out next year and supporting a worthy cause while having fun with friends and your boat! **Astrid Hunton**

Regatta Time in the Abacos 2009



THE NEW GULFSTREAM CLASSIFIED

In an effort to reopen the Marine Classified Ad section of former Tiller Tales issues, Franz Walkow and I are starting off with a few items of our own. We invite any Gulfstream members to submit items to me at mimuti@mindspring.com. I will try to add your items to updated additions before club meetings.

I will either be putting out sheets with the items offered for sale on the tables, or I will get them to Franz for inclusion in the e-Tiller Tails on line. We'll see which method works best.

Be sure to include your name, phone number, a short accurate description of the item, and of course the price. The rest is up to the buyer and the seller. If you decide to remove your item, or if it sells don't forget to let us know, so it can be removed from the list.

For Sale—Mike Limuti 954-760-9224

Two Heavy duty Fender Boards. 48" x 6" x 2" wooden fender boards

- 4 extra large rubber blocks designed for 2" x 6" boards
- 4 stainless steel shackles
- 4 stainless eye lags
- assorted stainless lag screws..... \$60.00

One extra large fender 34" x 14" (approx.) white, rubber fender.

Line hole down center15.00

Two large fenders 28" x 12" (approx.) white, rubber fenders

Line hole down center (each)10.00

Dock edge guard fender 10 feet long, 4 inches round, with right angled flange runing the long edge, for fastening. Perfect for protecting boats in slips bow-to.....

50.00

Five 5 gallon yellow plastic Diesel Fuel containers (w/spouts) (each)..... 3.00

One plastic water/fuel separator, funnel type 8.00

Line jaws for Lewmar 52 winch, new. 8.00

Propeller for 6,8,or 9.8 hp. Nissan outboard (new back-up)45.00

For Sale—Franz Walkow 954-832-9020

2 Extra large fenders, with custom made canvas covers (approx.) 44" X 18"\$35 each

Used to keep our 40 ft Island Packet off the dock in hurricanes.

2 Boxes (new) Boat Parade Lights..35 End to End lights, 12 Volt 25 ft long.....\$5 each

For Sale — Pat Nannery, 954 249 3679

"The Office", 1993 Hunter, model 33.5. 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, negotiatable.

Note: My former dock at Bayview and NE 15 Street, Fort Lauderdale is available ,owner asking \$300 a month, I went back up river for the hurricane protection, anyone interested drop me a note and I will provide her phone number.