

Tiller Tales

Gulf Stream Sailing club - March 2010

From The Helm

2010 has gotten off to a rocky start when it comes to Mother Nature and Mother Earth. It seems that both of them have been angered and are waging a bit of a battle with us. Blizzards and earthquakes all over the globe have opened everyone's eyes to where the earth can move. We can only hope that all will be calm for the rest of the year and hope this isn't somehow a precursor.

Here is my chance to shake you up! We as a club need to be more active, people need to participate in activities. We have a calendar; it was provided at the February & March meetings. The calendar is also on the website. YES we have a website and it is maintained for your benefit. We have races scheduled, seminars scheduled, parties scheduled, now we need you to schedule the club into your life.

March and April have Sunday sails, race 1 of the year race series, the St Patty's party on land so that EVERYONE can attend., The International raft up, the Learn to Race seminar at the Lake and of course, racing at the Lake on Saturdays.

If you are a club member and are in town during the next 2 months, you need to attend one of the club events. Ask for a calendar, look on the website, read your emails and get out to one of the events.

The flag and board members are working hard to keep the club afloat. The club boat has plenty of berths booked but no one actually taking them. Pack light and push off the dock and get to an event.

Astrid Hunton - Commodore

Officers

Commodore.....Astrid Hunton

Vice Commodore...John Gehrig

Rear Commodore...Lee Williams

Treasurer.....Linda Gosset

Secretary.....Janis Walkow

Governing Board

Bernie Gartner

Larry Littell

Doris White

Committees

Membership

Shirley Kaplan

Nancy Marsh

Chuck Swinghammer

Crusing Fleet.....Open

Ocean RaceOpen

Lake (Learn to Sail, etc)Luis Oliveira

SocialOpen

PROChris Woolsey

Events Schedule - see page 12

Welcome Aboard

Welcome Aboard! We'd like to welcome the following new members to GSC :

Jim and Betty Lou Webb 954.969.9196 (cruising, crewing and social)
Winslow Wise 954.592.9870 (lake racing)

Give them a call and invite them on your boat for one of our events.

Membership Committee—Nancy Marsh , Chuck Swinghammer, and Shirley Kaplan

Event Reports

Valentine's Day Raft Up 2/13

Yes, dear hearts, it was a bit chilly, but we warmed it up at the Valentine's Day Raft Up! Seven "hearty" sailors braved the cold aboard Barb and John Gehrig's Whaler, *Half Deck*, arriving in Lake Sylvia with our party spirit "in the pink". *Commotion* was the host boat with plenty of room in the salon to get out of the cold and Astrid and Ross gave everyone a warm welcome. There were red roses, games, laughter and of course our favorite crudités and libations, all making for a "heart-warming" good time! Thanks to all who participated!

Short Sail Sunday 2/28

Our first Short Sail was enjoyed by a few sailors aboard The Office, with Captain Pat Nannery. It was a split of GSC crew with Mike Limuti, Marilyn Mammano and Nancy Marsh and two crew members of SSSF on board. The iffy weather must have scared off a few, but it was a gorgeous day on the water, with wind out of the northwest at 15 knots and waves 1-3. After a lovely sail, we anchored in Lake Sylvia and got down to the business of wine tasting and the sharing of hors d'oeuvres. It's amazing how a few hours on the water can recharge those internal batteries!

Short Sail Sunday 3/21

The winds were blowing and the seas were bouncing, but *Permanent Vacation* and *Caretta* were determined to give it a go. John and Bev Schaefer with crew Chris Feierabend aboard went bravely out to test the waters. *Caretta*, with Steve and Lucy Dublin and crew Jim and Betty Lou Webb and Nancy Marsh also stuck the nose out for a bit of exhilaration. All brave souls agreed it was invigorating, but Lake Sylvia was sounding pretty good. The waves were a bit calmer for the afternoon raft up and captains and crew enjoyed the second half of the short sail agenda!

Captains! Grab some crew and "Get Your Boat off the Dock!" Watch for more Short Sails this spring!
Nancy Marsh - Membership Committee

Saint Patrick's Day Raftup – on land at Linda Johnson and All Diran's Home—March 13th

Your editor attended the Annual GSC St. Patrick's Day Raft Up and I had volunteered to bring enough corned beef and cabbage with potatoes and carrots for 50 people. With wife Janis, in a wheel chair, it was a challenge, but then we were blessed with the luck of the Irish that this year we had the St. Patty's Day Raftup on terra firma. Linda made a fabulous potato soup and shephard's pie, Appetizers, salads and desserts were abundantly provided by various generous GSC members and guests. Over 40 people came to party and chat about sailing and drink and chat about world affairs and drink. Thanks to Linda and Al for hosting the club in their beautiful, colorful home. Great backyard and easy to find, once you remembered that Linda moved about a year ago.

Franz Walkow—Editor

Round em UP! Raft UP—Boca Lake

GSC member were invited to participate in the Hillsboro Sailing Clubs annual Circle Raft Up on March 6. The event took place in Lake Boca. We choose to take the IntraCoastal from our dock in Fort Lauderdale due to the wind being from the North and not being ideal sailing conditions.

A jaunt up the Intracoastal is comparable to a drive on I-95 so in terms of relaxation, the IntraCoastal isn't relaxing. We motored to Lake Boca, chatting with the bridge tenders and providing visual stimulation for the people on shore and in the water taxis. The radio crackled with boats heading to the raft up and requesting bridge openings. There are many manatees in the area this year and we saw a few manatees on our weekend travels.

Once we arrived at Lake Boca we called Raft control and they directed to the appropriate area of the raft up. Each boat was provided with instructions on how to tie up, what fenders and lines to have ready and who to call upon arrival. The boat to our starboard was a 40 ft powerboat. Rafting next to a power boat is always interesting due to differences in hull shape. We also had a difference in what we considered proper fenders but it all got worked out eventually.

On our port side we rafted with a 47 ft Catalina named Zebulon. We had been traveling up the Intracoastal with him for the past hour and chatting so it was nice to get to know him in person.

As 3:00pm rang, the announcement to close the circle was made. The process to close the circle is no easy feat. Rafts up 7-10 boats pull together with other rafts of 7-10 boats. Anchor lines must be loosened and retightened, people have to listen and cooperate. Our raft was closing in on a 25 ft Catalina and there were concerned the cleats were going to take a beating on the 25ft boat. Luckily

35th Annual FortLauderdale to Key West Race

Barbara and I have owned our J 46 sailboat for the past seven years, spending the first 5 years on the Chesapeake Bay, and the past two years in the ocean waters of South Florida. As I mentioned in the previous issue of Tiller Tales, the brochure for our boat uses the term "Racer/ Cruiser", meaning that it does both, but is not perfect at either. This year we decided to enter the Southern Ocean Racing Circuit Fort Lauderdale to Key West Race, which was a new experience for both Barbara and me.

For those who are unfamiliar with the Fort Lauderdale to Key West Race, it is a feeder race for Key West Race Week leaving Fort Lauderdale in mid January on the Wednesday before Key West Race Week. It is a 160 mile race which departs at 1:00 PM, which can end in the wee hours of the morning for the sleds, and on average can end mid morning to mid afternoon for the bulk of the fleet. Of course, as we all know, the wind can delay arrival indefinitely.

The key to success in any race (or cruise, for that matter) is preparation. This step includes filling out more paperwork than one can imagine to register the boat and crew for the race, scheduling good crew, making sure that the boat is fully prepared for predicted and unpredicted conditions, assuring all safety gear is on board and operational, provisioning adequately, and making sure that the crew understands the boat and boat procedures in all conditions. We were very fortunate to have great crew including Commodore Astrid Hunton and Past Commodore Ross Hunton who have much experience in this race, and won their class in this race last year.

The race started on January 13th, in relatively light air from dead astern. We started in the 7 boat PHRF B class, and flew our biggest symmetric spinnaker. As most people know, the course to Key West starts out on a southerly course and gradually shifts ninety degrees to the right to a westerly course. The final turn is a ninety-degree turning mark for the final five miles due north into Key West Harbor. As we began turning in a westerly direction and the wind

Round em UP (continued)

Eureka slid in and became the “caulk” to fill the hole. Once the circle was closed, the party began.

Dingys and kayaks are dropped in the water and the socializing from boat to boat begins. The Commodore of HISC, Jeff Kunkel’ came by and welcomed us and made sure we were set and ready to enjoy ourselves. At 5:30, HISC proceeded with the final step of their change of command by lowering past flags and raising new flags. Once that process was done, the dink, drink and drift started. This is the highlight of the day with everyone piling in their dingys & kayaks with drinks and a plate of something to share. All the boats meet in the middle or in Saturday’s case, in the downwind corner and pass food, socialize and enjoy. The dink and drift lasts for about an hour and fun is had by all.

The brave and those with good balance then start walking from boat to boat to socialize, have a cocktail and meet the challenge of walking the complete circle.

This year there were 47 boats. 3 boats from GSC Caretta, Permanent Vacation and Commotion, a couple boats from SSSF and 1 unsuspecting day tripper who were sucked into the circle attended. Each year someone gets sucked in as they enter Lake Boca. All the other boats were from HISC.

The Goodyear blimp came over and took photos, so check on line and in the newspaper for the picture. This was a great event and a great way to get to know fellow boaters and other sailing club members. We all have the same goal and that is to enjoy our boats. This was the perfect opportunity to get it off the dock.

Astrid Hunton — Commodore

35th Annual FTL to Key West Race (continued)

strengthened and also began clocking to the right, we changed headsails to our smaller asymmetric spinnaker.

In any distance race, the key to doing well is to keep the boat going its fastest at all times, and everybody knows wind continues to change in velocity and direction even after the sun goes down. Even though it is much harder to do well, it is just as important to continually trim sails at night. As darkness set in, Ross was at the helm and announced to the crew “this is when boats lose races.” That statement provided the stimulus to keep the crew vigilant throughout the night.

As we approached the turning mark for the final five-mile beat into Key West Harbor, the wind had piped up so we put a double reef in the mainsail as we rounded up to be on the wind. After tacking to avoid a cruise ship even though we were on starboard tack, we finished at around 9:30 in the morning. We were delighted to find that we finished third in class and seventh in the fleet. Other GSC boats in the race were Dan Whelan in Wind Pirate who finished second in PHRF Class D and tenth in the fleet and John Evans in Jasmine who finished 7th in PHRF C and 22nd in the fleet. Mike Rush in Patriot could not race due to a broken mast in early January, and Dave Wallace in Bandana could not race due to inability to get to the course caused by a premature bridge closing.

The post race parties were great, and it was fun swapping lies about the race with other boats. As usual, the trip back on Saturday was rough with strong winds upwind later veering to a very close reach and eventually downwind. As we pulled into our home in Fort Lauderdale early Sunday morning the entire crew agreed that a good time was had by all, but some breakfast and a little sleep would not be a bad idea.

John Gehrig - Vice Commodore

VALENTINE'S DAY, PRESIDENT'S DAY, LONG WEEKEND (Which was it?)

ALL OF IT! After several weeks of cold (frigid) weather since New Year's, we finally got PERMANENT VACATION off the dock. John had President's Day off so we were looking forward to a 3 day weekend of boating.

Options:

Gulfstream Valentine's Day Couples Race

Sail to Miami to meet up with friends

Work Around the house for three days

The weather reports were calling for North winds 18 – 20 kn with gusts up to 25. Seas 5 – 7 ft inshore, higher in the Gulfstream. It was not sounding real good. So we decided to play it by ear.

We packed up the boat late Friday afternoon and spent the night at the dock. Checked the weather again Saturday morning and decided to head out. If the seas were too rough, we could always come back and see if anyone was participating in the Couples Race. Although, e-mails from Astrid indicated the race may be questionable.

We rigged the Staysail and Mizzen, made the 10:00 opening at 17th Street Bridge and headed on out. After getting out the inlet, we found the seas to be fairly comfortable, 3'-5' later dropping to 2'-4', with a following sea and winds from the NNW at 18 – 22, sometimes gusting as high as 32. So we decided to proceed on to Miami at a comfortable 6 – 7 knot speed and a nice, easy ride. Part way down, we reefed the mizzen. Our original plan was to head for No Name Harbor, but after meeting some friends earlier in the week who were headed down to cross to the Bahamas, and waiting for a weather window, we decided to maybe try to meet up with them. They were still in Miami Beach, waiting. Bob Mitchell had another 51 Morgan, circa 1983, but similar to ours.



We made the turn into Government Cut at about 15 00 hours. Carrie May was anchored behind Hibiscus Island, an area which we had never been previously. We turned right as we approached the Miami River, went through the Dodge Island Bridge (67' clearance) and proceeded to the McArthur Causeway Bridge (66' clearance-maybe less at low tide) We were approximately 1.5 hours after low tide. After passing through the McArthur Causeway

Bridge, we turned East. The water gets a little skinny just north of the bridge, but passable. Water gets deeper and if you pass to the north of the anchorage at Miami Yacht Club, you have plenty of water. We proceeded East, past Hibiscus Island and found a great anchorage right behind the island. There were boats anchored in 10' of water, right up to the next fixed bridge between the islands. The crew of Carrie May (Gail and Bob) met us and came aboard after we were securely anchored. They had been over to the Miami Boat Show (via dink) and had picked up a SodaStream Machine for us. (Make your own soda) We spent Happy Hour in the cockpit of PV, watching the local tour boats come by looking at the houses of the start. I had put together some stew in the crock pot on the way down so dinner was ready. No muss, no fuss! We had a great dinner and

made plans to go to the Coconut Grove Art Festival the next day. Needless to say, with two similar but different Morgan 51 O/I's, John and Bob did allot of comparing, as did Gail and I. We each exchanged many ideas on various set-ups and gizmos that worked for us.

We awoke to warmer temperatures but overcast skies. We dinked over to the Strictly Sail area of the Miami Boat Show. What a disappointment! Only about 25 sailboats! So we walked through the vendor's area and Bob found a few things he needed. We proceeded over to the Metro Mover, and switched to the Metrorail to take us into Coconut Grove. Note: the experience of figuring the routes and machines to get our tickets was priceless. What are you going to do when you're cruising?

We finally got off Metrorail at 27th Avenue and US 1, and headed on to the Art Festival at 27th Avenue and Bayshore Drive. (A long 8 block walk) There were thousands of people! We spent the afternoon looking at art priced from \$100.00 - \$15,000.00 (out of my price range) and worming our way through the crowds. Fortunately, nothing appealed to me!

By 4:00 we were ready to head back. Again, the challenge! Where do we get off? We finally figured out what station to get off at and were again, back at the boat show. We moseyed around the show some more, found Gil Snyder at the E-Marine booth, ran into some other friends, then made our way back to the dink and headed back to the boats. After another great dinner prepared by Gail, and some fun and games, we headed back to PV for the night.

The next day broke with warmer weather and the promise of a good trip back to Ft. Lauderdale. Winds were light (2 – 4 kn) out of the SSE, so we ended up motoring all the way back. By the time we reached the cranes in Dania, the winds had picked up to a reasonable 9 knots, and were starting to clock around to the west, ahead of the next front.

Back at our dock, we packed up PV and headed back home relaxed after a great weekend in Miami!

The anchorage was great, with lots around to do. Minutes from Bayside and Downtown Miami, Miami Beach, South Beach, etc., all within reach by dink. I also understand there's a Publix not far (by dink) right on the water that even has chains attached to the seawall so that you can secure your dink while shopping! "Publix, where shopping is a pleasure." (By land or by sea!) Definitely an area worth further exploring.

Bev & John Schaefer - SV PERMANENT VACATION

A Bit of History - The GSC Building fund

The \$75,000 balance in the fund generally referred to as the building fund was begun with a \$25,000 donation from the families of 2 (or 3) members who died in a plane crash while seeking suitable protected water for our small boat fleet. It grew to its present figure through donations of the money each administration had remaining at the end of its term. The amount donated naturally varied each year depending on the club's expenditures for the year. Since it's been 10 years – or more –since such donations were made instead of rolling any excess into the next year's operating funds, the total fund has remained static over the last 10 plus years.

A separate, segregated account was set up to avoid mixing this fund with the club's operating funds, anticipating eventually finding a permanent home for the club. If we could have continued with an end-of-year surplus, we would have about twice as much as we do now. Unfortunately, for part of that time, there was little left at the end of terms to put into the fund.

From time to time in recent years, there have been calls that the cash be used to underwrite parties and/or for more esoteric uses. That actually occurred once, in the 80's. The commodore had unnecessarily spent most – or all - of the money. The meeting following discovery of the commodore's actions was full of shouting, yelling and probably cursing. Since it was my first or second meeting, I had no idea what the turmoil was about, but was doubtful of joining such a contentious organization, and put off joining.

The Commodore's name became anathema to the members; but in a short time following administrations rebuilt the fund, probably with the aid of additional contributions from the membership, and it continued to grow for several years. This may have been when the idea of a clubhouse gained momentum. We have never found any restrictions on the use of the \$25,000 gift. But going back to at least the 80's, there was an expectation of using the money, and additional collections, for a clubhouse.

Every business (and the club is a business) requires cash for emergency use, though not necessarily in the amount an organization the size of GSC has on hand. But I question the ethics of spending the money primarily for the benefit of current members when almost all of it was contributed by previous members under the expectation it would be used for a clubhouse to benefit all members, current and future. The reasoning for spending the money on parties, etc. is that we don't have enough to buy waterfront property nor the membership to maintain a clubhouse. I agree. But few of the locations we have investigated required the cash flow necessary for mortgage payments and the ancillary costs of securing and maintaining a clubhouse..

We used to hold meetings at the River Reach clubhouse/bar/restaurant. Unfortunately, it burned down one night (after a GSC meeting). I was told the building had originally been a gift from the area developer to the residents. The area residents approached us to join them in rebuilding, giving us a financial interest in the building. Although the seawall offered considerable space for temporary tie-ups, the location was out of the way for most of our members; and we would be dependent on the success of the bar/restaurant to meet both the daily expenses of the business and also construction costs above the insurance reimbursement. We felt that the additional business our club would bring to the operation would not be sufficient to cover all expenses, and it would not be in the club's interest to get involved in operating a business.

Reports are that just recently business had fallen off (even before the current economic downturn) and we could have become affiliated again. I think the reasoning was our treasury would help pay off the mortgage and increase patronage, reducing total overhead while increasing traffic and net profit, staving off bankruptcy. Becky Castellano and Frank Junkin visited the location for us, reporting it was an excellent venue. However, we felt our members would not spend enough money to make much difference on the P&L.

Our current location at Sailor's Point would be ideal for a clubhouse, even if a little tight for clubhouse, small boat storage and supplies, and parking on meeting nights. At the time of negotiating the original contract, I asked about a clubhouse. The city referred to the clause requiring us to give up the property on 30 (or 60) days notice when demanded by the city, and wouldn't change that clause. The only item it would negotiate was to name the club as manager of the property. Jay Wood suggested the change so we would not be subject to taxes. But the contract was only for 3 years. At one point, the city showed a desire to sell the property. It is very desirable property, with water on 2 sides. Marilyn Mammano, with help from some of the other members mobilized lakeside residents to convince the city to keep the property.

There was once some conversation about doing away with the Ft. Lauderdale Marine Police; that between Fish & Wildlife and the Sheriff's office there were sufficient on-water patrols. We were offered the building at the 15th St. ramp if the marine police were terminated, which didn't seem too probable. The building is 3 or 4 stories high with a room about 10X10 on each floor. We couldn't possibly hold meetings – or much else – in it. A great location – IF Bill Bigoney could have designed an inexpensive addition for the first floor, IF we could get the additional land to expand the 1st floor and IF we could get some, or all, of the extensive police dockage. Obviously, the marine police still exist.

Pier 66 closed an outdoor pool, and the kitchen and dining room adjacent to it. We looked at the location – it was a beautiful; large room for meetings. The kitchen equipment was to remain. In order to afford the rent, we would again be looking at trying to conduct a successful bar business. Our conclusion; we did not have enough members to support a bar; nor were we equipped to conduct a business. And we would probably have to finance the business operation as well as well as paying the rent.

If we had not lost Bill Bigoney, we might have had a shot at getting space under the new 17th St Causeway. Bill was an architect, active in the club and active in the city of Ft Lauderdale. He frequently performed commissions for the city, and although not a political activist, he was known at city hall, and knew the people there. When the new 17th St Causeway was built, plans called for extending the land westward from Pier 66 towards the ICWW under the new causeway, using fill from the construction. Bill's plan was to secure that new land for the club; arrange to have part of one of the old piers left to anchor additional fill and to develop enough additional new land for sufficient space to construct an inexpensive 2-story clubhouse – 1st story for small boat and parts storage and the second floor for a meeting room. In addition, the property would contain a lift to drop and retrieve boats, outdoor storage for visiting boats for regattas, and several slips for members to rent. Pier 66 fought us, saying they needed the space for additional parking. Unfortunately, we lost Bill while this was going on, and he was the only one in the club who might have been able to effectively represent us.

I offered Pier 66 the property in exchange for free occasional use on meeting nights; for regattas; infrequently for small groups such as board meetings, sailing school days, and, rarely, for unforeseen short term needs. Few, if any, of our needs would conflict with their busy times.

There were about 8 to 12 or so people at the final meeting at City Hall, when Pier 66 finally admitted they wanted the land for landscaping for their guests to browse, not parking. Their attorney was well-known in Ft Lauderdale, in and out of politics, and frequently appeared before the City Commission. I had no expectation of winning; especially when the Asst. City Mgr. conducting the meeting gave Pier 66's attorney a high sign while setting up.

Securing some space in the new building on the Old Post Office Property on 2nd St., Ft Lauderdale, could have been another possible location. We didn't even try. There was a group that wanted to build an aquarium, but gave up early. There was a group that wanted to build a Maritime Museum, and had the backing and participation of a former city Mayor who had recently been involved in a Maritime Museum up north. They, apparently, will have space in the building

While having drinks one day with the individual responsible for contracting with developers for the use of city property, he suggested contacting the developer who had won the right to develop residential and retail space at the Las Olas parking lot. He said they were having trouble with the neighborhood associations (an understatement) and might consider a clubhouse on a corner of the lot as proof of their concern for city residents. I was looking at the southwest corner of the property, away from the main development. Great location – nice seawall, good visibility from the ICWW. We have used the area in the past for the Boatathon and a few club parties. But I couldn't get to the decision makers; I think by then the developer realized the local residents were going to win the argument. (They did)

We have also been approached by an organization involved in saving historic buildings in the city. Paraphrasing my recap of their proposal to make sure we all understood the same thing; "We raise \$1 million (or was it two?) to move the building. In return, we will be eligible to rent the building, at a price to be determined at a later date. If someone bids higher, they will become the renter". They all sat shaking their heads in agreement. Chris took a vote of the membership, who roundly defeated the proposal. The organization did not have permission to place the building on their selected lot, and the property donor, who retained veto power over the use of the property, had said he would not have approved placing the building on the property in question. The building was knocked down.

Chris was notified of property on the Dania Cut-off canal we could get. One problem – there was no upland entrance to the property – only water access, unless we could arrange for right-of-way to the property on airport property. Most of these proposals were within the realm of our potential budget. Some of them would enable us to become the Ft Lauderdale (or Broward County) Official Sailing School, which we have wanted for a long time. There is no reason not to believe other proposals will be presented from time to time, and eventually one will be acceptable and workable. Especially if we can manage to begin building the fund again. .

There were many people involved in some of the things outlined. Unfortunately, I do not remember who worked on what; some of these items go back 20 years or more. Then again, there are many things I've forgotten over the last 20+ years, some of which happened this morning.

Bernie Garner - GSC Governing Board and former Commodore

How We Got Hooked..... By Chuck & Helen Swinghammer



A buddy from work took us out on his Catalina 22. No wind and hot! Circa 1986 or 87. Little did we suspect that almost 20 years later we'd be on her again.



In 2002 that same guy transferred away from Toledo Ohio and we acquired our first sailboat. Extensive repairs needed. Helen, Chuck and our youngest went to US Sailing school in Huron Ohio. We immersed from the school Keel Boat "Certified"!

Solo! Time for us to try by ourselves. Review the steps: Turn into the wind, lower the keel, main up, jib up, shut off and pull up the outboard and as promised: total silence and lookee here, we're moving all by ourselves! OK we're hooked! We can do this but no illusion. Popeye and Olive ain't on board our Puppy Paws. Our sailing instructor Captain Mike is in Huron, half a state away.

How We Got Hooked..... (continued)



We went on a bus trip to the Cleveland Boat show in the winter of 2004 with the Yacht Club bunch and came home with a 30' Hunter. More repairs were needed. She was at a Lake Erie marina close to the 'Key West' of America's North Coast, Put-in -Bay Ohio on South Bass Island.

For the geography challenged the Lake Erie Islands are a string of three located about halfway between Cleveland and Toledo. World class Cedar Point Amusement Park is also close.



Two summers of fun. We became better sailors. Went to any training available and practice, practice and more practice. Fortune 100 jobs evaporated for both of us. It was our intention to bring her to Florida when we changed her name but we decided that Lake Erie was narly enough for us. The Atlantic Ocean? Think not! Again, we're not talking about Popeye and Olive here. Helen got down here in time for Katrina and Chuck in time for Wilma.



As for Maggie Mae herself, our boat's namesake, she went to live with our youngest in Columbus. She loved it so. Happy ending !!!

Sailor's Point Activities — Luis Oliveira

The small boat activities of Gulfstream Sailing Club, take place at Sailor's Point on the North Lake in Hollywood FL, which is adjacent to the Intracoastal and just North of Hollywood Blvd.

The property is open to the public on Saturdays from 9:00 AM to about 3:30 PM and on Sundays for class participants only.

Presently we offer year round learn to sail classes for kids and adults as well as a Sunfish racing program for adults.

Classes take a total of 18 hours given in (3) days for adults and (6) days for kids and are limited to 10 students on a first come first serve basis. Registration for all classes is done at Sailor's Point the Saturday before the first day of class for kids and the day of the first class for adults. A schedule for the kid's class is posted at www.gulfstreamsailingclub.org and the next classes are scheduled: **Adults : Apr 17, 24 and May 2**

Children : starts May 9

The Sunfish racing program has four series Winter Spring Summer and Fall; each series has four race days and each race day five races, for a total of 80 individual races.

Trophies are awarded to the top three of each series and the Winter Spring and Fall series count for the overall score of the year.

The fleet is divided in "A" and "C" fleets where "A" fleet is for the more experienced sailors and "C" fleet for the novice. Both fleets start at the same time and "C" races a slightly shorter course.

Besides these four series we race the Commodore's cup in December and also host the sailing event of the South Florida Senior Games, both are one day events that usually attract a good number of sailors.

Boat Rental Fees for Both Optimist and Sunfish:

\$10.00 per boat per day for non club members and \$5.00 for club members.

Learn to Sail Fees for Kids and Adults:

\$165.00 per person; City of Hollywood residents and Club members - \$110.00

Requirements:

Able to swim (Swim test 1st day); Closed toed shoes (rubber soles); Clothing you would not mind getting wet in for the first day; Sun screen, water and something to eat for lunch

Sailor's Point Address:

921 N. Northlake Dr.
Hollywood, FL 33019

Directions to Sailor's Point are:

From I-95 get off on Sheridan St. and go East to Federal Hwy., at Federal go South (right) to Johnson St., at Johnson go East (left) to 10th Ave., at 10th go South (right) to Northlake Drive, at N. L. Dr. go East (left) to end of Northlake Drive, then South (right) to gate into Sailors Point.

The sailing conditions at North Lake are about perfect for small boat sailing, its protected waters make it the ideal teaching grounds and the property has very good facilities and excellent water access via two sparkly pressure cleaned boat ramps.

Come sail with us, fun is guaranteed.

Schedule of Events April 2010

Saturday April 10: Sunfish Race—Lake

Sunday April 11: Ocean Series Race 1

Saturday April 17: Open Day Sail & International Raft-Up

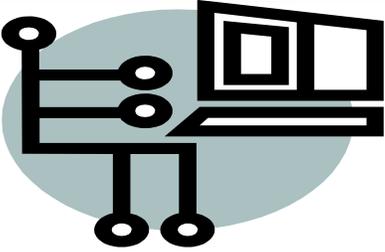
Saturday April 24: Lake Social

Saturday May 1: Ocean Series Race 2

Saturday May 15: Hospice Regatta

Sunday May 23: Open Sunday Sail

Notes From the Editor



As you can see from the articles in this month's TillerTales, the club has been busy. Participation seems to be a bit light but the weather has been unusually harsh for south Florida. We are 91 strong, down from a peak of about 325.

Your editor has been busy also, with a wife who celebrated the end of Valentine's Day in St. Joseph's Hospital, Tampa, with a broken knee cap and three very broken fingers. Then the editor did a turn in Broward General Hospital himself. We are mending and making rapid forward progress. The same can be said of the Gulf Stream Sailing Club. We have a splendid, active leadership and a hard core of members who enjoy our common interests. Many of our newer members have stepped up and become positive leaders.

Our thanks to the contributors of this month's articles. More to come in the April issue.

The New Gulfstream Classified

One of our members, Kadir Ulkealan has a dock for rent. It is behind a private home with plenty of parking space in the Seven Isles section of Fort Lauderdale. He has sixty feet of dock space , it is on the Middle River, last house on the canal. Asking \$500 per month plus water and electric. Address is 2435 Aqua Vista Blvd. Go through the Las Olas bridge and the 17th Street bridge and you are going out the Port Evergaldes inlet. He can be reached at 954-663-6003 or ulkealan@aol.com

"THE OFFICE" (1993 Hunter 33.5) is still for sale, call Patrick Nannery at 954-249 3679