

Tiller Tales

Gulf Stream Sailing club - April/May 2010

From The Helm

We are quickly moving from spring into full blown summer. Temperatures are going up and the winds are calming down from the cool, breezy conditions we experienced this winter and spring. Boats have already headed to the Bahamas for summer cruising or are getting their plans in order for future trips.

The club has organized a 5 day race series that stretches over the entire year. We did this in an attempt to give people ample opportunity to plan to attend. We have a PRO organized and committee boats. So far the results have been abysmal. One boat signed up for the first day, others were interested in the 2 day race. The next race is during the summer months. I hope to see boats attending. Beer can races start in June/July. We need to see boats on the water to make these races happen. We will be making calls in an attempt to rally the boat owners to attend.

At our last Board meeting we looked at our membership and realized that about 1/3 of our members own boats but of that group, only about 12 boats are actively used. With this information in mind, the board and flag are going to look at ways to keep the club active and still hold boating activities.

The ships store should be open at the June meeting. The store will have a new stock of GSC clothing and items for purchase. Come to the next meeting and check out the new merchandise.

GSC had a good showing at the Hospice regatta.

The website is up to date with current and future activities. If you are unable to make it to the meeting, check the web and mark your calendar for the next race, cruise or social activity.

I hope to see you on the water at the beer can races, in the Bahamas or at the Thursday social hour.

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

Cruising Fleet.....Open

Ocean RaceOpen

Lake (Learn to Sail, etc)Luis Oliveira

SocialOpen

PROChris Woolsey

GSC BURGEE CONTEST

Summer cruising season is upon us and people will be traveling far and wide. The club will be holding a contest for the rest of the year with the winner receiving a gift of their choice from the ships store.

Take a picture of a GSC club burgee hanging from your vacation location and submit the picture and story to Tiller Tales. The burgee will be replaced by the club and the story published in Tiller Tales. All entries will be reviewed and a lucky winner will be chosen from all of them.

Notes From the Editor - Franz J. Walkow

Gulf Stream has again been very busy, see the events reports for April and May. Several boats are headed for the Bahamas, the Lake has classes and races going, see Luis' insiteful proposal for a "career" path for the Kids Learn to Sail program. The Hospice Regatta of South Florida had a good but not great turnout from the club. But we all had fun, especially your editor who got to race (4th place trophy) on InSynch with Rear Commodore Lee Williams. The legendary after-race lobster dinner again had far more attendees than the race. Many enter their boats to contribute to Hospice and leave them at the dock and do the social event in the evening. No complaints but they are missing out being out on the water in the breeze with the bow waves hissing past. We have two contests going. The matchup your young and later photos contest has two entries...need more for a contest otherwise, it is too easy. See front page for the Leave Your Burgee Contest.

Thanks to the content and article contributors, especially John and Bev Schaefer for their article with pics of the Bimini trip. Lots more to come in the June/July issue on trips to the Bahamas, Lake and Racing.

Welcome Aboard New Members - Nancy Marsh

Cristeen Pozniak and Franco Cervetto 561-846-1914 (cruising, crewing, instruction, entertainment, publicity and Tiller Tales)

Laura Quinn and Darren Lupo *Dar La* 954.680.4798 (cruising, crewing)

Please welcome these new members to GSC.and invite them to sail with you.

The New Gulfstream Classified

One of our members, Mike 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) has been sold.

Kids Sailing Path at Gulfstream Sailing Club — A Challenge to Our Club **Luis Oliveira - GSC Lake Captain**

When a kid takes a level I learn to sail class at the Lake, the parents only see a two class program, level I and Level II, they don't see continuity and therefore very little that would attract them to become members and participate.

On the other end if we could implement a defined path with a series of programs that would keep kids sailing all the way to college age, there would be continuity and a reason to participate and become members.

That path would consist of the following:

Optimist – ages 8 to 14

Learn to Sail level I

Learn to Sail Level II

After school learn to sail program

Racing program at the Lake

Traveling to races away with other clubs

420 – ages 15 to 18

Racing program at the Lake

Traveling to races away with other clubs

Participation in the high school racing program

Presently we are only set up for the first two steps of this path, with the possibility of getting the Opti racing at the Lake off the ground in the next few weeks.

The challenge to the club is how to get the after school learn to sail and racing programs working, including the traveling to races away. It would take a couple of dedicated volunteers or a paid professional to accomplish it and each of the options present their own challenges.

The volunteer route would seem more accessible to the Club but getting someone to commit to it as been a challenge in itself.

A paid professional is a more involving task to set up but one that would have the potential to yield much better results with more consistency, and consistency is the key for the success of a sailing program.

We all know that none of the above will ever work if we don't have an aggressive advertising system, which would have to be implemented alongside with the above path.

As always I welcome suggestions and any help any one can give me, we can put this together, it would be highly rewarding to see it work and should be our goal as a Club to pass on the "sailing bug" to the younger generations.

Event Reports

Ladies, learn your engine - Astrid Hunton

Over the years I have seen advertisements for a women only diesel engine class organized by the National Women's sailing association. I kept missing the date over the years and decided last year to make a point of tracking when this year's class was being held. The date this year was March 13 & 14 in Massachusetts. The classes are held at one of the Mack Boring facilities so the teacher and the engines are in place on day one. The class I attended was made up of about 9 women ranging in age from 30 to 70. One woman learned how to sail through a boyfriend got rid of the boyfriend and was now looking for a boat. She was bit by the sailing bug because she was considering either an engine refit or a hardware refit as distinct possibilities for her boat choices. One woman has a boat with an engine that was at least 25 years old and it was running strong. Another woman was considering purchasing a trawler that is parked in the swamps of north-western Florida and starting a new life on the boat and as a teacher in the area. Everyone but me was from the Ma, RI area and almost everyone had grown up sailing or been sailing for a number of years.



The Mack Boring facility had 7 different engines for us to work on and they paired you with the engine that was closest to what you owned. You were automatically teamed with other similar engine owners so you developed camaraderie. The class was hands on within 2 hrs with each of us going over the engines and identifying all the parts and how they attached. By the afternoon of day one, we were removing impellers, water pumps and

learning how to take oddly placed pieces off the engine without disturbing the engine alignment.

Day 2 focused on the fuel system, changing and tightening belts and how to remove and diagnose the pistons. After bleeding the fuel system, taking the pistons out (what a pain), diagnosing what was wrong with the pistons, we put the engine back together and fired it up.

Larry Berlin was our instructor and he was great. He answered our questions, allowed us to dig into the engines and pushed a few people along to get them to try different techniques. He shared stories of what not to do to your engine and gave us a ton of practical knowledge.

The Mack Boring classes are available at 4 different locations. I would highly recommend the classes for anyone who spends time on their boat, racing or cruising.

And, when was the last time you changed your transmission oil?

Event Reports

Hospice Regatta Report, May 15 - Lee Williams, Rear Commodore

Once again the Hospice regatta was a hit. The Hillsborough sailing club de-throned us this year for the most participant's award. We tip our hats to them, Bravo! We'll have to focus on this award next year and regain our throne, Right?

A fewer boats from our club were participating this year in three different classes, namely;

- Survivor, PHRF
- Bandana, PHRF
- Commotion, ARC
- Empty Nest, ARC
- Wind Pirate, ARC
- InSync, Cruising Canvas

With only 6 out of 49 participating boats, we managed to take 4 trophies home. This is in my opinion; an extremely good competitive average.



Commotion in Full Stride

The winds were from the East at around 15kts gusting to a reported 22kts towards the end of the 12 mile race which only took 2 hours 24 minutes for the last boat to cross the finish line. The fastest boat being a Cat 44 crossed the line 1 hour 42 minutes after the 11 o'clock start. I'm sure the committee boat had their hands full trying to tabulate the finishing times as the majority of boats finished in a clump around the 1 pm mark. After all, this is the base theory for this regatta.

But on a fun participating level, I'm sure everybody had a blast as we did on "In Sync".

Our crew all pitched in on the Hospice registration for our Endeavour 35. I greatly appreciate this gesture and what a great team spirit for this worthy cause. Our wonderful crew included; Shirley Kaplan, Marilyn Mammano, Mike Limuti, Nancy March, Franz Walkow, my wife Tina Stein and myself Lee Williams. And we garnered a fourth place trophy !!!!

INTERNATIONAL RAFT UP April 17 - Astrid Hunton

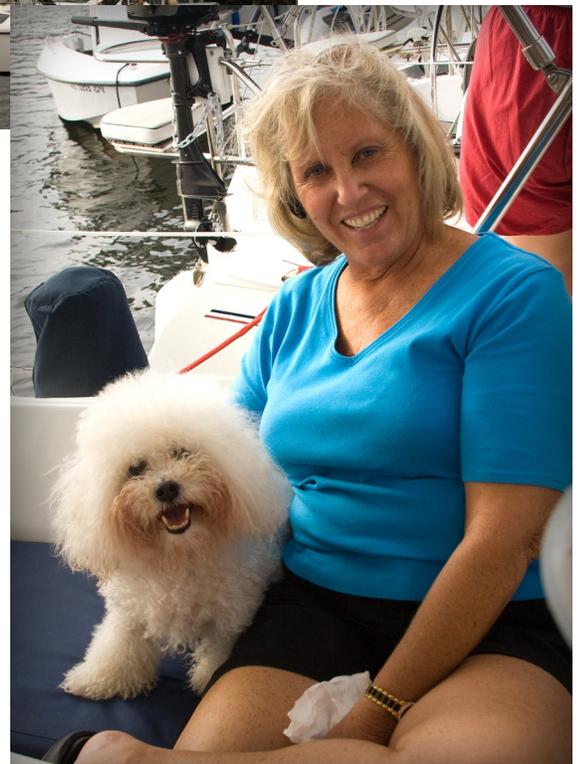
Conch chowder, red stripe with some rice and beans, jerk chicken, food galore was available at the April 17, International Raft up. The International Raft up was held at Lake Sylvia. We had boats from GSC and Sailing Singles, in total there were about 10 boats.

The Bonnie, Permanent Vacation, Commotion, In Sync, The Office, Serenity and Linda Gosset's trusty raft up delivery boat were the GSC boats in attendance. We also had 4-5 SSSF boats rafted up and enjoying the food and day. Many boats arrived with 5 or 6 people on board, so we had a terrific mix of people, food, music and fun. Everyone moved from boat to boat sharing their "International" food and spirits. The weather was perfect which for this spring hasn't always occurred.



One of the boats had a professional photographer on board and she took some beautiful pictures of the raft up and participants. The photos will be on the website soon. We had a raft up delivery boat that

brought a few merry makers to the raft up. We try to organize a delivery boat for each raft up so please don't be shy at the next raft up. Contact a flag officer or board member and find out how you can partake in the fun.





International RaftUP Participants



**More Participants in International RaftUP
(Great Photos thanks to new Member Cristeen Pozniak)**

See Website for rest of pics.

BIMINI.... HERE WE COME! – Bev & John Schaefer - SV PERMANENT VACATION

Memorial Day weekend 2010, three GSC boats headed across the Gulfstream towards Bimini for what promised to be a great weekend. PERMANENT VACATION with John & Beverly Schaefer and guests Dot Casteel (SSSF) & friend Mary Jane Ostromecky, JENDAI, captained by Adel Arshed and 1st mate, Kristal, and crew of Scot Lindars and Robyn Medlin, and COMMOTION, with Ross & Astrid Hunton and crew of Andy Cool.

This was a maiden voyage for JENDAI and, if things could go wrong, they would. We departed Port Everglades at about 21 00 and headed south along the coast to cross over around Hallandale. The seas were rolling slightly, but not too bad, with light southeast winds. JENDAI decided to hoist the main. First problem. The main got stuck about $\frac{3}{4}$ of the way out. OK. No problem. We'll just run with the main reefed. Problem solved for now. We'll worry about getting into Bimini under sail later.

As we made our turn east, the seas started to roll a little more. PV put the centerboard down, which seemed to help quite a bit. COMMOTION trekked on ahead and seemed to fair well. JENDAI had a few equilibrium problems which were resolved by the affected crew hitting the rack.

The night sail was beautiful under a full moon with some clouds in between. The moon reflecting off the water was awesome and provided allot of light for most of the trip. Seas continued to roll as we checked in via radio with each other every hour. All was well.

We approached Bimini at about 05 00 and reduced our speed to about 4 Knots so as to arrive after sunup. BEWARE of stealth boats off the coast of Bimini! Around 0530, COMMOTION called PV and advised of a "heavily armed, large boat, running without lights off" just off our port bow. We looked and looked, and couldn't see a thing. Checked the radar, there was nothing there! As fast as it appeared, it disappeared! As sunrise started to dawn, we could see a USCG cruiser running without lights but apparently, it wasn't them. So "What was out there?" Sunrise was spectacular.



While meandering around, waiting for full light to enter Bimini Sands Harbor, PV decided to put out some lines and try fishing. John set the starboard line, then the port. As he was just rigging the third line, I yelled, "Fish On!" The starboard line was singing. Just as we started to set the hook, the port line went off. A double header!

Mary Jane was outfitted with the fighting belt and after an exhilarating fight, managed to bring in the first fish, a 40 lb. dolphin. After boxing the fish, we proceeded to get Dot rigged to bring in the second fish, this one around 30 pounds! After a bunch of high five's all the way around, we headed for Bimini Sands harbor. Looks like a fish fry for all tonight!



JENDAI came into the marina with their mainsail wrapped. After settling in at the marina, John went to task cleaning fish and Scott proceeded to climb the mast of JENDAI to try to free the main. With various contributions from all, and gawking onlookers (power boaters, of course) the task was finally accomplished. Great job, Scott! The afternoon was spent relaxing on boats and around the pool.



That evening, John, Bev & PV crew hosted a fish fry up in the bar area of Bimini Sands. Tables, fans, lights, bugs, and electricity were provided, as well as a big charcoal grill. Everyone contributed something to share and dinner was great! A combo of ribs and fish. Compliments to the chefs! Food was excellent and no one went away hungry.



The next day was spent exploring the island via dink, relaxing at the pool and just hanging out. We did notice that some of the restaurants in Alice Town have some pretty strange rules! Weather was great except for a small rain shower that almost managed to sink PV2 (dink) at the docks of Bimini Big Game. After bailing a few gallons of water from the dink, we were back on our way.



Word is that some went out to party that night at the Bimini Beach Club and crawled back aboard their boats in the wee hours of the morning. (This author was not there and I heard the stories were “What goes on in Bimini, stays in Bimini”) Needless to say, crews were a little sluggish the next morning and we didn’t depart the docks until late in the morning to head for Cat Cay and some snorkeling at the cement wreck on the way.

Prior to departing, another fishing boat, “BIMINI TWIST” came around and shared some of their catch, Amber Jack, with us. Full coolers for all.

As we headed out towards Cat Cay, Commotion had some lines out and managed to snag a few more dolphins. We arrived at the cement wreck, anchored, and everyone went snorkeling. After a while, everyone headed back to the boats and we proceeded to Gun Cay to anchor for the night.



John suggested we have a BBQ and bonfire on the beach so everyone began preparations. The menu was steak, dolphin, veggies & other contributions. Grill Girl, (Robyn) was in her glory with a great charcoal fire on the beach and steaks and fish cooked to perfection! A team was sent out to find fire wood for the bon fire and, fire wood they did find! After a splendid dinner of steaks, dolphin and other fixin's, we all settled in for a relaxing evening on the beach. It's amazing how a party can come together with just a few items from your boat. Plans were made for the departure home and eventually, everyone headed back to their boats for a quiet evening. The weather held perfectly all weekend.



We departed Gun Cay early the next morning and, after an uneventful trip with both JENDAI and COMMOTION sighting dolphins off their bow and beam on the way back, had an uneventful arrival back in Fort Lauderdale.

A wonderful weekend was had by all. Great weather, great food, great fun, and most of all, great cruising friends. Everyone was ready to help a buddy boater along the way. If you're going to travel any distance, especially if it's your first time, it's always great to have a buddy boat along. We congratulate JENDAI on their MAIDEN CROSSING! Good job and looking forward to many more.

We are all looking forward to the next venture to the Exumas later this month with PV, COMMOTION & IN SYNC, possibly meeting up with FULL DECK (John & Barbara Gehrig along the way) and anyone else who cares to join.

For those of you traveling to the Abacos for RTIA, have a ball and be safe. See you all next month to share some more cruising stories.

E-Mail From: Marjorie Bornstein [mailto:sse18knots@yahoo.com]

Subject: Greetings from Sam and Margie April, 27, 2010

No we haven't been captured by pirates, or sunk by the gases released by an underwater volcano, in fact, we are alive and well and anchored back in Grenada. It seems this has become our "chicken harbor", as we have decided not to go further south or west.

We love Grenada for its natural beauty, the wonderful friendly people, and the multitude of things to do. Many of the local men on the islands are Rastafarians or "Rastas". Most are friendly and flirty and quite nice looking. They greet Sam and I as "Good Morning Princess" and "Good Morning Homeboy". Sam is often being asked "would you like something good to smoke?, I have the good stuff." I guess they don't worry too much about the law, as we can be right next to the police station when they offer it.

In Soufriere, St. Lucia, young boys wait on the dinghy dock to grab our lines, tie us to the dock, and "watch your dinghy" expecting a few coins. One time, we came to the dinghy dock and an older Rasta offered to take our line. His dreadlocks were tied with shells at the end. His name was Pascal. He pushed out his dentures to show off his teeth (most older island men don't have all their teeth and Pascal was quite proud of his). He admired a necklace Sam was wearing and I admired the sea shell ankle bracelet he wore. He said he could get me one. He offered to dispose of our trash and take the gasoline can we had brought ashore to be filled. Of course, he expected to be paid. He returned a little while later with the filled gas can, and handed me a shell ankle bracelet. I then noticed he was no longer wearing one. We saw him several more times; once he brought some hand carved calabash bowls to our boat and we bought two; another time, he swam up to our boat with some black coral bracelets "for your lady" he told Sam.

Another unforgettable character we had met while cruising was at the laundromat in St. Thomas. A local black man stood across the folding table and each time I picked up an item to fold, he gestured to me to give it to him. He never uttered a word, just communicated with gestures and folded my entire wash. My laundry has never been folded so neatly before or since. I watched him fold the fitted sheets, but I have never been able to get them as flat.

One night last summer, we went on a "turtle watch" to see the giant leatherback turtles, 5 to 6 feet in length, come to lay their eggs on a pristine and deserted beach at the north end of Grenada. During the laying season there can be as many as 20 turtles laying eggs in one night. They mate at sea and store the sperm and travel from as far away as Europe and Africa to the place where they were hatched. We were lucky enough that night to see some hatchlings trying to head to the water, a few were headed the wrong way and our guide turned them around. Also that night while we were there, three turtles came ashore. Graceful and swift in the water, they are quite slow and clumsy on land. We watched one of them find a spot and slowly and methodically scoop the sand with her hind flippers and toss it aside. After digging a hole about 18 inches deep she then deposited 90 eggs

Subject: Greetings from Sam and Margie April, 27, 2010 (continued)

along with the sperm. Each turtle will lay 80 to 100 golf ball size eggs. She then covered the hole with sand, and packed it down hard using her body weight. Sometimes a turtle will then move to another spot and dig a false hole to fool the predators. Out of every 1000 eggs that hatch, only one will survive to reach maturity as they fall prey to many other creatures; crabs, birds, other fish, and man. Another, spent half an hour digging but she was too close to the water line, and the hole began filling with water, so she abandoned the hole and headed back to sea, probably to rest and return another time.

We have traveled back and forth to Carriacou and to Union Island several times. Carriacou which is Carib Indian for "island surrounded by reefs" is 35 miles north of our anchorage, (a 7 hour sail) and union is just 7 miles more. Both, like the Bahamas, have gorgeous sand beaches and clear turquoise waters. Between Grenada and Carriacou there is an underwater volcano "Kick Em Jenny". We had sailed right over it several times, until we found out that even when it is not erupting, gases can escape and cause the water to lose its buoyancy. Since then we sail outside the exclusion zone.

One time, while in Carriacou, we went on a "dinghy drift". We were in ten dinghies which we had provisioned with drinks and hors'd'ouerves, we met at the head of the bay, near the beach, tied our little boats together; one of us dropped an anchor to keep us in place while we shared the food we had brought. We then picked up the anchor, and still tied to each other, drifted with the current, en masse, to the end of the bay, where we then put down another anchor to sit and watch the sun set. A large pirogue with 5 locals came by and one of our group waved to them. They joined our raft up; one of them is a musician and had his guitar with him; he then entertained us with his singing and playing. A pirogue is a wooden boat with a high bow painted in bright colors used by the locals for fishing and traversing the bays.

A few mornings ago we went outside and found three small squid had landed on our foredeck. This has happened twice before. They apparently were being chased by something and leaped out of the water. It is about 4 feet from the waterline to our deck! By the time we found them they were quite dead, looking up at us with their large blue eyes, laying in black ink, and were glommed on to the deck. They look so weird! Sam had to pry them loose with a scraper and then try to remove the black stain from the fiberglass. We have had flying fish land topside while we were sailing, many times before, but this year is the first for squid.

We will be going back to the states in June for just a few weeks and then will spend hurricane season here. After that, we are thinking we may sail back to the states. Hope you are all well and enjoying whatever you are doing.

Love, Margie and Sam

p.s. Let us hear your news

Dream Gulfstream Crossing - SV Bonnie by Al Diran

We knew for a couple of days that we had the potential for a good crossing, but our timing was a bit close. Our crewmember Andrew was to arrive at 2230 on Monday 4/26. The squall front was to push thru on the 27th with one day westerly behind. Mike Limuti stayed onboard in Miami Monday night after final provisioning. Marilyn and I went to Lauderdale to pick up Andrew.



Full Deck and Bonnie in Bahamas

We returned to Miami Tuesday at 0700. The Bottom cleaner pushed to get there at 7AM and was on time. Underway at 0800. Government Cut had no cruiseships so that was the easy way out. Set the main and reacher/drifter making 5+ knots with light westerly breeze. Set fishing line.

1000 hooked a small dolphin, Mike says "should we throw it back" "No way" says I.

The wind slowly fell off and we drifted to the to the NE, turned on the engine at 1300 and

motored to the edge of the bank above N. Rock, Bimini by 1700.

There was a little SW breeze so we put up the reacher/drifter 5+ knots. The dolphin was delicious as we found out early that Mike is a great cook.

By sunset the breeze from the SW was freshening so we switched to the number 3 jib and settled in for the night. Passed Mackie Shoal 2330 over 6+ Knots, headed for NW Channel Light.

By NW Light 0500, 7+ knots. Nassua 1100, total 27 hours, full moon, autopilot steered all the way. ...more to come