

Tiller Tales 2013

Gulf Stream Sailing Club January - May

Notes From the Editor - Franz J. Walkow

Unfortunately , this January issue is being published in May, so it is a little choppy. Please read the well written introduction to and by our 2013 Commodore, Luis Oliveira submitted in December, enjoy the report of cruising the Ionian Isles by Steve and Karyn James, then read about up coming events. Also Next issue will be in June.

From The Helm - Commodore Luis Oliveira

I would like to take this opportunity to introduce myself and my family, to those that do not know us yet.

Both myself and my wife Helena were born and raised in Mozambique, SE Africa, where I learned to sail and got hooked on racing to the point of qualifying for a world championship in Brest, France. I came to America in 1977 and Helena a few years later in 1985.

Both our kids were born here in Fort Lauderdale; Andre is now 23 years old, presently serving in the Army in infantry and stationed in Hawaii. Our 19 years old daughter Cristina, is presently taking anthropology at UF. Both of them have sailed at the Lake at one time or another and Cristina has done Dockmaster duty a number of times.

I first learned of Gulfstream Sailing Club in '87 from a race committee boat anchored just off the Fort Lauderdale beach in front of the Hall of Fame complex. At the time, I had one of the original windsurfers and sailed it religiously every Sunday, also in front of the Hall of Fame.

Fairly frequently I would see all these big boats (there were a lot of them) racing in the area. Since there was no Internet back then, to go search for the sailing club that was teasing me so often with their racing, I decided one Sunday, to just sail my board up to the race committee boat and ask how could I join them and maybe crew on one of the boats.

2013 Officers

Commodore.....Luis Oliveira
Vice Commodore...Jim Webb
Rear Commodore... Mick Sawzak
Treasurer...Betty Lou Webb
Secretary.....Janis Walkow

2013 Governing Board

Linda Gossett
Scott Lindars
Joanne Salvador

2013 Committee Chairs

Membership....Stephanie Pazos
SocialJim Webb
Cruising Fleet...Gregg Henry
Mick Sawzak
Ocean RaceAdeel Arshed
LakeLuis Oliveira
Audit Marilyn Mammano
Youth Program Mgr.... LeeAnn
Rodrquez
Sunfish Fleet CaptainMarty
Ottenheimer
420 Fleet CaptainScott Lindars

HEADS UP

Next Issue—June 2013
Social Hours, Monthly Meet and Greet at
Rendezvous @ Marinar Bay 6:00PM
Tuesday Following General Meeting

From The Helm - Commodore Luis Oliveira (continued)

I don't remember the person that gave me the information, but he was patient and told me that the Club's Sunfish fleet was racing at LYC that day and after giving me directions on how to get there, the man also told me to speak with Marty Spencer.

Somehow I memorized all this information, came back to shore, packed my board and drove to LYC. Not long after that I was racing Sunfish at a lake near the County dump in Pompano and also crewing for Carl Schenholm on his Farr 30.

Since that day, we have many fond memories of many weekends with the Sunfish fleet organized by Bill and Linda Gossett, many trips to regattas all over Florida, to Houston, Texas twice with Tony Elliott including a couple of Sunfish Worlds and plenty of big boat racing.

It's my turn to pay back for such valuable information, that Club member on board the race committee boat, gave me on that sunny Florida day. I'll do my best to carry on the duties of our Club and continue to promote it. Thank you for the opportunity to continue to serve GSC.

Luis Oliveira - Commodore



Ocean Race - Adeel Arshed

Greetings and welcome to another year of Ocean sailing and racing with Gulfstream Sailing Club! Building on a great year we had in 2012, I'm looking forward to continue our progress with Ocean Racing this year. I'm happy to say that we have had good participation in our Ocean Race program so far. By the time this Tiller Tales makes print, we'll have two competitive races under our belt and probably a "fun race" as well. It seems like each race seems to draw a new boats along with our core of Gulfstream veterans.

However, before we get into who won what hardware from recent races, I want to go into our ocean racing rationale for this year. As those that have seen the "On the Water" page on the Gulfstream Sailing Club Website, we have a schedule of races consisting of two series in 2013 - Winter/Spring and Summer/Fall. The Winter/Spring series is a shorter series consisting of four races as well as the Gulfstream Sailing Club Regatta in April which is then followed by our Summer/Fall series consisting of seven races, including our popular Pitcairn and Commodores' Cup.

The reason that the Winter/Spring series is shorter is that there are many other Ocean Races to participate in during Winter and Spring. First there's the Fort Lauderdale Key West in January, Miami Key Largo in April, to the always popular Hospice by the Sea Regatta in May. Coupled with our own Club races, there are so many opportunities to dial in your boat and crew so that you're in a great position to rack up the hardware. In fact, Club boats Bandana and Commotion had commendable finishes in the Fort Lauderdale Key West race already, despite some very challenging conditions. Nice job!!!

When the Regatta Season dials down we'll begin our next series in the Summer, which will stretch into the end of 2013. This longer series challenges boats that stay in the to keep their skills sharp. We feature our ever popular full-moon Pitcairn race as well as our very competitive Commodores' Cup in this series. The Summer/Fall series is my favorite since the days are longer, the waters are less crowded, and you usually finish with a glorious sunset as you return into Port Everglades.

I hope to see even more skippers come to the starting line. We're working hard to preserve and build Ocean Racing for GSC. We even have a few surprises in mind, but lets just say that winning will be rewarding! Remember, if Gulfstream Sailing Club doesn't carry the mantle of ocean racing out of Port Everglades inlet...who will!?? With this responsibility brings obligation to all of our skippers to participate in the schedule of races. Even if you're a Cruiser or casual Daysailor, do try and make the starts of as many Club series races as possible. I'm well aware of the common concerns around ratings and waterline differentials. The bottom line is that if we have more boats making our starts consistently, we'll have the tools to solve these concerns. It all hinges on you coming to the starting line for as many races as your schedule allows.

So, as I say at nearly every Gulfstream newsletter, email, or presentation...SEE YOU OUT ON THE WATER! -Adeel - GSC Ocean Racing Chair 2013

Crew Pool: http://www.gulfstreamsailingclub.org/crewpool_web.php

Ocean Racing Schedule & Results: <http://www.gulfstreamsailingclub.org/results.php>

Upcoming Ocean Racing Events: Race III: March 9th (COASTAL)

GSC Regatta: April 6th

Miami - Key Largo Race: April 20th

Race IV: April 28th (BUOY)

Hospice by the Sea Regatta: May 18th

Ocean Series -Winter/Spring 2013 Overall Results

Congratulations - Bandana !!!!!

Pos	Sail	Boat	Skipper	Winter/Spring #1	Winter/Spring #2	Winter/Spring #3	GSC Regatta	Winter/Spring #4	Total Points	Pos
1	42725	Bandana	Wallace, Dave	[15/DNC]	2	1	3/RDG ⁽¹⁾	1	7.00	1
2	h 49	ANYI	Pozsicsanyi, Wolfgang	2	1	3	[6/RDG] ⁽²⁾	4	10.00	2
3	123	Puff	Goldstein, Richie	4/TMP ⁽³⁾	[15/DNC]	2	5/RDG ⁽⁴⁾	3	14.00	3
4	343	Jendai	Arshed, Adeel	3	7/DNS	4	[9/RDG] ⁽⁵⁾	5	19.00	4
5	714	Grand Cru	Escobar	[15/DNC]	15/DNC	15/DNC	2/RDG ⁽⁶⁾	2	34.00	5
6	123456	My Pearl	Verble, Marvin	[15/DNC]	3	15/DNC	10/RDG	6	34.00	6
7	42978	Commotion	Hunton	[15/DNC]	15/DNC	15/DNC	1/RDG ⁽⁷⁾	15/DNC	46.00	7
8	9267	Wind Pirate	Whelan, Dan	1	[15/DNC]	15/DNC	15/DNC	15/DNC	46.00	8
9	102	Dakota	Smith, Norm	[15/DNC]	15/DNC	15/DNC	4/RDG ⁽⁸⁾	15/DNC	49.00	9
10	1316	More Serenity	Sawzak, Mike "Mick"	[15/DNC]	7/DNF	15/DNC	12/DNS	15/DNC	49.00	10
11	77	Sundance	Anglin	[15/DNC]	15/DNC	15/DNC	7/RDG ⁽⁹⁾	15/DNC	52.00	11
12	NA	Mi Sirena	Henry, Gregg	[15/DNC]	7/DNS	15/DNC	15/DNC	15/DNC	52.00	12
13	FD	Full Deck	Gehrig	[15/DNC]	15/DNC	15/DNC	8/RDG ⁽¹⁰⁾	15/DNC	53.00	13
14	OB	Ocean Breeze	Rodrigues, Wilfredo	[15/DNC]	15/DNC	15/DNC	15/DNC	15/DNC	60.00	14

Ocean Summer Series

Series	Date
Ocean Summer/Fall I	June 15th
Ocean Summer/Fall II	July 13th
Ocean Summer/Fall III	August 18th
Ocean Summer/Fall IV	September 21st
Ocean Summer/Fall V	November 23rd
Pitcairn	October 19th
Commodores Cup	December 5th

Lake Report

Kids Learn to Sail

- Summer Camps start June 10 and end Aug 15
- Registration May 25

420 RACING

2013 Wednesday Night 420 Race Series

Gulfstream Sailing Club 2013 Wednesday Night 420 Series

	Scott Lindars	Adeel Arshed	Emily Sharkey	Jim O'Hare	Paul Eralman	
Series 2 May 1	1	2	4	4	4	
	2	1	4	4	4	
	1	2	4	4	4	
	2	1	4	4	4	
	1	2	4	4	4	
Race Total	8	10	24	24	24	0
Series 2 May 15	1	3	2	4	6	
	2	3	1	5	4	
	2	3	1	5	4	
	1	3	2	4	5	
	1	3	1	6	4	
Race Total	8	18	8	30	27	0
Series 2 May 29						
Race Total	0	0	0	0	0	0
Series Total	16	28	32	54	51	0
Adjusted Total						
Ranking	1	2	3	4	5	

Toss-out race

1234

R.C. (Avg of all scores)

DNS/DNF/DSQ (+1)

DNC (+2)

Did not qualify



Full Moon Racing at the Lake!

Saturday May 25th

The Gulfstream Sailing Club is excited to announce full moon racing at Sailors Point!

Classes The full moon race is open to 420s and Sunfish
Scratch sheet is available at <http://bit.ly/12YMU7O>

Eligibility Ages 13 and up
All skippers must register to reserve a boat <http://bit.ly/18mGcbr>
All skippers must supply their own working flashlight for safety. No light, no sailing!

Schedule 7:00 PM Lake opens for rigging and course setup
7:30 PM Mandatory skippers meeting
8:30 PM First warning
9:30 PM Post race pizza and drink, BYOB

Fees \$20/sailor entry fee, collected at the race. Includes rental, race fee, food and soda
All skippers must register <http://bit.ly/18mGcbr>

Course The expected course will be a triangle course, twice around
Up to four races are scheduled
Final course and start sequence will be reviewed at the mandatory skippers meeting
Marks will be illuminated with flashing lights

Starts Three-minute start sequence, rolling class starts

Contact Scott Lindars | slindars@gmail.com | 954 554 7546



Full Moon Racing at the Lake!

Saturday May 25th

Volunteers Needed

Race Committee

- 1-2 people needed
- Run the starts, keep scores
- Backup safety boat

Shore Support

- 1-2 people needed
- Watch the lake while we are racing
- Help setup food and beverage

Volunteer Equipment Needed

- Portal work lights and extension cords
- Spotlight flashlight for safety boat

Upcoming Cruising Events

- **Bimini Memorial Weekend – May 23-27**
- **Dinghy Run – July 20**
- **Lake Sylvia Overnight Raft up – Aug 3 & 4**
- **Labor Day Weekend Trip to Miami - Aug 30-Sep 2**

05/05/2013

THRESHOLD through Ionian Greece 2012— Steve and Karyn James

The Ionian Sea, located south of Italy's boot, north of Crete, and west of Greece's Peloponnese, has always been near the center of Western Civilization. The Ionian Islands have been home to man since the Neolithic period. Since he first learned to float a boat, man has been navigating the waters behind these protective islands. Here *Threshold* would spend several months following the ancient, countless wakes through time seeing the lands and sea that helped create the Greek mythology that seems so foreign to us today. This is the home of Homer's Odysseus.

We arrived in Greece in the fall of 2011 after spending the summer in Italy and Croatia in the Adriatic Sea. At our first stop, Corfu town on Corfu island, we found a busy port and city with large cruise ships and ferries full of tourists arriving from all over the Med. This is the

second largest and most populated of the Ionian Islands and an extremely desirable destination for European travelers. Whether they stay in their summer homes, five-star hotels or hostels, they each come to enjoy the combination of a relaxed atmosphere with rocky beaches plunging into crystal clear waters and the island's long history with the dramatic Venetian citadel and royal palaces of eras gone by. In many ways this was similar to the land we had just departed, Croatia, but what a difference in the people! We left the somber, unsmiling Croats behind and were now enjoying the laughing, easy-going Greeks.

Even though Corfu was teeming with tourists and the weather was still pleasant, it was October and time for us to get back to America for a while. Whereas Corfu can be rainy and damp during the winter, Preveza, 50 miles to the south on Greece's mainland, is much drier. We chose to put *Threshold* on the hard there at Cleopatra marina, one of the three boatyards that together store well over a thousand yachts and commercial boats each year.



May of 2012 found us returning to Preveza to re-commission *Threshold* in preparation for a season of cruising south and east toward Turkey with little in the way of a planned itinerary. We spent about two weeks doing projects onboard and then, after a short shakedown cruise into the Amvrakikos Gulf just near Preveza town, we headed south into the Ionian islands under cloudless skies.



Little did we know that before the season was over, we would relish the sight of just a single cloud or a drop of rain. We did not see rain for six months! The summer weather pattern of calm evenings, quiet mornings and the prevailing afternoon NW breezes set in and was so consistent it made passage planning easy. Although the afternoon winds can often blow strongly and whip around between the islands, the water between this island chain and the mainland, called the “inland sea”, is protected in their lee making for very pleasant

sailing. Occasionally, however, katabatic winds would gust down the steep island slopes into the tight anchorages disrupting everyone’s sundowner cocktail-hours aboard.

The main islands of the Ionian- Corfu, Paxos, Lefkada, Ithaca, Cephalonia, and Zakynthos- are quite mountainous and verdant compared to the arid Aegean which most often comes to mind when envisioning Greece. The architecture is more Mediterranean-style with red tile roofs compared to stark white and blue, and the islands are so close in proximity that your next destination is within sight through the summer haze. One can find secluded anchorages surrounded by forests or lively town quays surrounded by tavernas. There is easy access between the islands and mainland by fast efficient ferries. All of this combined makes the Ionian a very popular area for charter boats and most of their fleets are based in the major ports of Corfu, Preveza and Lefkas.



Many anchorages in the Ionian tend to be small with little swing room for boats to free anchor. Most yachts Med-moor, which means tying stern or bow-to the quay, to trees or rocks ashore. This involves dropping and setting the anchor several boat lengths away from shore and then backing into position. This skill takes a bit of practice and you will certainly embarrass yourself at one time or another. It is infinitely easier with crew aboard to help fend off, feed out anchor rode, toss lines

ashore, etc. but can be quite a challenge when sailing shorthanded, especially if the winds are blowing. When tying ashore, one of us maneuvers the boat while the other feeds out the anchor rode with adequate scope, sets it, then races back to the stern and either jumps into the dinghy or swims carrying lines to tie onto rocks or trees. Once you are settled in, it is all worth the effort. It is so peaceful listening to the cicadas in the trees in your own private backyard. However, if you decide to tie to a quay, you might find your cockpit table adjacent to the taverna tables on shore. A friendly waiter might drop off a menu, hoping that you'll choose to dine in their establishment later, although it is not required. We once had a taverna owner actually deliver welcoming aperitifs and hors d'oeuvres after we docked! The best part about tying to the quays is that most of them in Greece are free. And, since there are not many fuel docks throughout the islands, diesel and even fresh water can be delivered right to the boat by mini-tanker at very competitive prices.

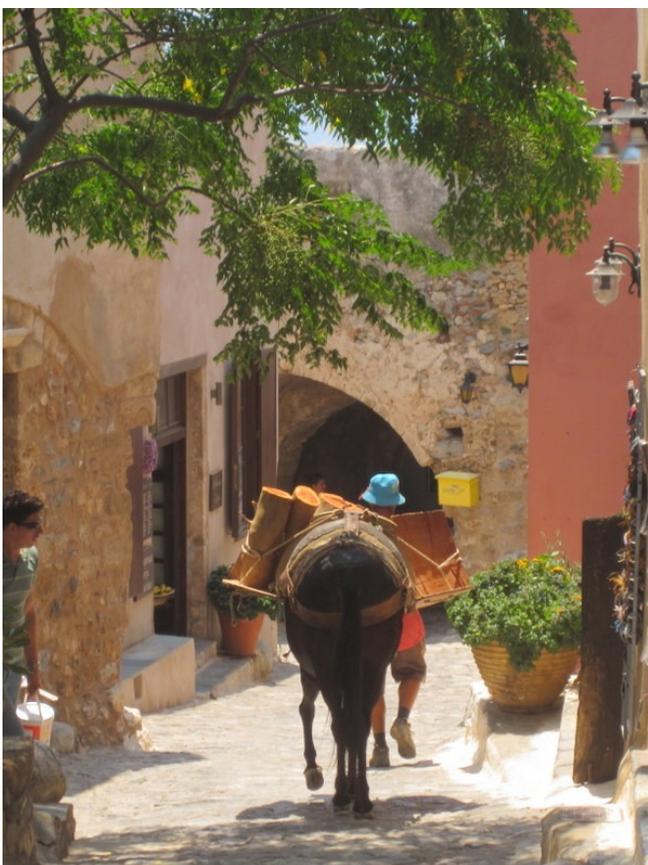


Everyone at home was asking us about the political situation in Greece this past summer as we were there during the elections. In Athens some of the people seemed dejected and desperate. We witnessed a demonstration in the street, were almost pickpocketed on the metro, and we didn't feel safe going out after dark. The islands were completely different. We felt like we were on the edge of Greece out in these western islands. Although tourism was significantly down, the people remained carefree, friendly, business-as-usual, and just shrugged their shoulders saying "it doesn't matter how we vote- it's only the politicians in Athens that count".

Places we visited:

We used *The Greek Waters Pilot* by Ron Heikell and were loaned a set of Eagle Ray chart books (3 large tomes) which had chartlets of many harbors not covered by Heikelland were very helpful when our (old) electronic charts were short on details. Some enlightening reading to complement traveling in this area would be Tim Severin's *The Ulysses Voyage: Sea Search for the Odyssey*, Homer's *The Odyssey*, and *My Family and Other Animals* by Gerald Durrell.

Just a few miles south of **Corfu** lies the charming little island of **Paxos** which has three good anchorages on its eastern side. Lakka Bay is a sort of haven for artists with nicely appointed shops, good tavernas,





and a pleasant hike up to the lighthouse; Port Gaios is more of a hub with provisioning and the rare ATM, and Mongonisi is a lovely single-taverna bay. Paxos is known for its olive groves; its olive oil is supposedly quite exceptional and is carried exclusively by Harrods of London. About 30 miles south is the island of **Lefkada** which is the real hub of the Ionian chain. One can either pass through the narrow Lefkas canal between Lefkada and the mainland or sail the longer route around the outside. The canal, which dates back to the 7th c. BC, requires some local knowledge as one passes around the shoaling sand spit

trying to stay in deep water, but once past this spot and through the swing bridge, the canal is a pleasant 4-mile ride through wetlands into the protected waters of the “inland sea”. Lefkas town has a large marina and all the essentials; further south, the village of Nidri bustles with tavernas lining the quay, but then just a dinghy ride away are the convenient anchorages of Tranquil and Vliho Bays with the friendly UK-staffed Vliho Yacht Club available for good (non-Greek) meals, a book swap, laundry, quiz nights- a real cruisers hangout.

It is a fun sail around the private island of **Skorpios** where one may day-anchor but not go ashore. It was fascinating to read about the Onassis dynasty while in the area and one could just imagine the jetsetters arriving “by invitation only”. The nearby island of **Meganisi** has many little bays surrounded by forest and one could choose to either be with nature or tied to the quays in the busier villages of Vathi, Spartakhouri or Port Athena. We also briefly visited the smaller islands of **Kalamnos**, **Kastos** and **Atokos** where we watched a fisherman snare an octopus in the early morning light.

Supposedly Odysseus’ home, the large island of **Ithaca** has a small museum in his honor displaying artifacts retrieved from a nearby cave and has an ongoing excavation of “Homer’s School”. The large anchorage of Vathi Bay, popular with charter fleets, has good provisioning, plenty of tavernas, and organized Homer-related hikes.

The northern harbor of Fiskardo on the island of **Cephalonia** is often referred to as a “mini St. Tropez”. A destination for mega-yachts, they fortunately anchor well off or take up the smaller bays



nearby. If tied to the quay, you will certainly have diners literally at your transom. We chose to tie to the trees. With the prevailing winds, it is a quick sail down the Cephalonia-Ithaca channel to the villages of Ay Eufemia and Sami. This area was featured in the novel and movie “Captain Correlli’s Mandolin”. We dined at the same tiny, unpretentious, outdoor taverna that Penelope Cruz and the movie cast had patronized and had the best dolmathes (stuffed grape leaves) in warm lemon sauce and grilled octopus ever!

It was now the end of June and we needed to be making tracks east as our 90-day visa was to expire in a month and we had a long way to go to get to Turkey. To get to the Aegean Sea, one can either take the short cut through the Gulf of Patras, transiting the dramatic Corinth Canal, and entering the Saronic Gulf near Athens, or go the long way around the Peloponnese, which is the southern part of Greece that looks like a hand. With the prevailing winds, going around west-to-east is easier than the reverse, so we crossed over to the **Peloponnese**. From the anchorage at Katakolon, we rented a scooter and visited Olympia, the site of the ancient Olympics. It was remarkable to see the first track fields, ruins of the stadiums, and the excellent museum depicting all the athletic events. The early Greeks and Romans were passionate about physical fitness and felt that their men all needed to be in top condition at all times in case of war. Hence the Olympic games, all of which were events using skills one would need in battle. The Olympic flame is still initially lit here before all the games and the torch is then carried on foot to the hosting city. We then rounded the three capes at the ends of each “finger”, which can often be weather-challenged, stopping at the medieval fortified villages of Methoni and Monemvasia. This area of Greece is more sparsely populated; there are fewer cruisers and hardly any charter boats.

We spent a quick few weeks in July crossing the Aegean through the Cyclades and on toward Turkey, stopping briefly at **Siros, Knithos, Mykonos, Paros, and Santorini**. Because the strong meltemi winds blow here from the NE, one can easily get harbor-bound waiting for a weather

window, and with our time clock ticking, we needed to move on. We plan to return to the Aegean again this coming season. There is still so much to see in Greece and we have only touched on a small bit. We could literally be here for years sailing through ancient history while staying clear of modern turmoil.

Karyn & Steve James, s/y
Threshold

Threshold is a custom Kanter/Paine 54' aluminum pilothouse sloop. We



crossed the Atlantic in 2004 and have based the boat in European waters ever since. We fortunately have a watermaker which has been so important as water can be scarce in this part of the world. Because of the intensity of the sun and the warm 80 degree waters, we are planning to install solar panels this season to help offset the refrigeration's energy consumption.

