



Tiller Tales

Gulf Stream Sailing Club June , 2013

Notes From the Editor - Franz J. Walkow

GSC has been very busy, racing, cruising and partying. Several boats are extended cruising in the Bahamas and several groups have chartered boats in the Bahamas. Hopefully, we will have reports from them next month after the annual July Pool Bash at the Walkows condo, formerly known as the annual Post Bahamas Party!

From The Helm - Commodore Luis Oliveira

Report on "All Aboard Florida"

On May 29th , Luis Oliveira , Marilyn Mammano and Dave Wallace attended an " All Aboard Florida" meeting at the social center at Holliday Park. For those not familiar with it, All Aboard Florida is a train line that will connect Miami to Orlando, with stops to begin with, only at West Palm Beach and Fort Lauderdale. It will travel on the F.E.C. rail which is the most Easterly of the two North/South rail ways in Broward County.

Considering that about 50 million trips are taken annually between Orlando and Miami, It sounds like a good idea, it might ease traffic on 95 and the Turnpike a bit, but there is a potential problem for us boaters and business that rely on the New River for travelling to and from the port to the west neighborhoods and that is the rail bridge in down town Fort Lauderdale just West of Andrews Avenue.

Presently the bridge is closed for the cargo train traffic a total of 10 hours a day and the default position of the bridge is up. The All Aboard Florida will have a train going by the bridge every half hour and according with their officials, to minimize the time the bridge is open, the trains going North/South will cross each other on the bridge. A second track will be added as part of the improvements, along with the train station to be built just North of Broward Blvd.

A bridge tender will be added as well as a more efficient signal system that will minimize the time between bridge closing and the actual time the train goes by, the All Aboard Florida expects to add another two hours to a total of 12 hours for the time the bridge will be closed in a 24 hour period.

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 - Rear Commodore... Mick Sawzak
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 - LakeLuis Oliveira
 - Audit Marilyn Mammano
 - Youth Program Mgr.... LeeAnn
Rodrquez
 - Sunfish Fleet CaptainMarty
Ottenheimer
 - 420 Fleet CaptainScott Lindars

HEADS UP

- Dinghy Run July 20**
- Annual Pool Bash July 27**
- Social Hours, Monthly Meet and Greet at**
- Rendezvous @ MarinaBay 6:00PM the last Tuesday of the month.**

From The Helm - Commodore Luis Oliveira (continued)

The default position of the bridge will continue to be up and these numbers don't sound too bad, but the fact is, when pressed by us the All Aboard folks could no guarantee that the bridge would not be closed for extended periods of time, when the cargo trains go by in between the All Aboard and two tracks will definitely open more possibilities for more trains, either cargo or commuter ones.

We also questioned the All Aboard Florida people, about the chance of coordinating the rail bridge opening with the Andrews Avenue one, they said they would look into it, but I honestly don't expect them to go that extra mile, unless they have to. Not having the two bridges synchronized will undoubtedly further complicate matters and add more bridge closing time.

Besides the inconvenience this will cause to all boaters, the rail bridge is very low and has to be open for just about everything that floats, it will have the potential to hinder the business of the boat yards and marinas along State Road 84, as well as lower property values West of the bridge. If one can't rent or use a dock because boat traffic through the rail bridge is too difficult, property values could fall.

The ideal solution for this potential problem would be a tunnel, expensive to begin with but not that impossible and cheaper to operate in the long run.

I see our freedom to move East/West on the New River slipping away and stopping this "train" might be near impossible, but we can still fight for a tunnel, for synchronization with the Andrews avenue bridge and for a bridge closing schedule, just like the car bridges.

I strongly encourage everyone to get informed and involved, if enough of us make phone calls, write letters and e-mails, we have a good chance to achieve some of the above.

Send your comments to:

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Ocean Race - June 22 - Jim Webb, Captain of Golly Gee, Reporting

Five boats were maneuvering at the starting line as the countdown to 11 am approached. Mi Serena, the 6th boat was late to the finish line as Greg fought to clear his fouled rigging.

The start line ran north & south between markers R2 and G3. After passing the start line, we then had to sail east to the Ft Lauderdale Sea Buoy into an east south east wind of around 8 to 10 knots, which of course is not a direct course to the buoy.

At 11 am, three boats sailed northerly through the start line, while Golly Gee and Blu Bayou sailed southerly through the start line. We managed not to hit each other as we crossed. The three north bound boats then tacked to the south and we all judged how far to go in order to clear the buoy on our next northward tack.

Bandana sailed closest to the wind and was able to tack north first and take a commanding lead. As the boats tacked north, Bandana, Empty Nest and Anyi cleared the buoy and headed to H1 at Hillsboro. Golly Gee and Blu Bayou didn't quite clear the buoy and had to tack a second time. As we finally cleared the buoy and headed north at 4-5 knots, we heard Greg Henry on the radio announcing his late start.

It was a great sail to Hillsboro with the winds out of the east south east running 8 to 13 knots, seas were 2-3 ft under a beautiful sunny sky. The forecast for clouds and thunderstorms just didn't materialize.

As Golly Gee approached H1 in fourth place we watched Bandana heading south with a huge lead, then Empty Nest and then Anyi making the turn heading south. We had passed Blu Bayou on the way up and had our sights set on catching Anyi. As we headed south chasing Anyi we heard Greg on Mi Serena teasing Mike that "oops I must have forgot and left my engine on" as he overtook Blu Bayou.

Maintaining 5-6 knots we almost caught Anyi at the Buoy when we had to alter course to the east to avoid an inbound freighter that was blowing his horn at us. Anyi

crossed ahead of the freighter and turned toward R2-G3. We turned after the freighter and went wing-on-wing as we both headed to the finish on a dead run. We enjoyed a thrilling finish a boat length behind Anyi.

Anyi, Golly Gee, Mi Serena and Blu Bayou all headed to Lake Silvia for an enjoyable raft up. We were surprised to have new members Alex Haywood and Valerie join the raftup in their new sailboat.

This had been our first ocean race in Golly Gee and we were very happy with the way she handled. We sailed back to Miami on Monday at 7 knots in 14 to 18 knot winds and again were thrilled with how she handled.



Ocean Summer Series

Series	Date
Ocean Summer/Fall I	June 22nd
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

SIGN UP by sending email email to ViceCommodore@gulfstreamsailingclub.com with vessel name & GSC Rating

For those that WANT TO crew:
<http://www.gulfstreamsailingclub.org/iwillcrew>
For captains LOOKING FOR crew:
<http://www.gulfstreamsailingclub.org/iwantcrew>

Full Moon Racing at the Lake! - Scott Lindars, 420 Fleet Captain

This past Memorial Day Weekend, Gulfstream Sailing Club hosted the first ever Full Moon Regatta at Sailors Point. Anyone who has sailed at night before knows that it is one of the most pleasurable times to sail. The heat is gone, your senses are tuned to the max and your ability to respond to the wind gets honed. Racing at night makes it even more fun, which is why we were so excited to share this experience with the small boat sailors.

The lake opened around 7 PM and sailors, friends and family quickly descended on the lake to set up. Work lights were set up for post-race derigging and cooking, an outdoor fire pit was brought down for a bonfire and of course, food and the grill were waiting for the hungry sailors after the race. The forecast called for a strong 15-20 knot breeze from the East and we saw every bit of that. Quite the exciting breeze for any day at the lake, let alone most peoples first time sailing at night.



The lineup consisted of 3 420s and 7 Sunfish, with some Sunfish sailing two-up making for a total of 15 sailors on the water. Following the skippers meeting, everyone cast off the dock around 8:30 as darkness finally set in. Our very own Linda Gossett and Shirley Kaplan ran RC and Bennett Rodriguez managed the second safety boat. A long triangle course was set and the marks were illuminated with flashing red and white LED lights. The RC ran four races, each twice around making for a well over an hour of racing.

Once the racing started, the action really began. With the high winds gusting to 20, capsizes were par for the course. Robyn and I took a swim after a crash tack and I know we were not alone. Big thanks to Bennett for buzzing around and lending a hand to those who had a date with the water that night.

After racing, everyone headed back to shore where food, cold beers and a big fire were waiting. Some people fired up the BBQ and others enjoyed the great pizza provided by Pizza Rustica. Between racers, friends and family we had a 30+ person turnout. The night went on well into the evening as everyone enjoyed the moonlight, campfire and swapping tales from the race. It was well past 1 AM

before we finally locked up and turned in for the night.

Throughout the night and in the following days I heard nothing but positive support for the event. There was an unanimous "Let's do it again!" so stay tuned for another Full Moon Race later in the Summer and Fall. I'd love to see 2x the number of boats as well as some of the Summer Camp Opti kids. Special thanks to everyone who helped make the night happen. Linda, Shirley, Bill, Adeel, Bennett, LeeAnn, Marco, Beverly and anyone else I might have missed.

Full Moon Racing at the Lake! - Scott Lindars





420 Homestead Program

Objectives

- Increase consistency of participation
- Greater sense of ownership in the fleet
- Ensure a race ready fleet
- Share the maintenance burden

Benefits

- Preferred access to the same boat and new sails every day you race
- You maintain and upgrade the boat, the Club pays for the materials

Eligibility

- Only for GSC members in good standing
- Must race at least 50% of the races in a series to maintain homestead
- Homesteading is on a race series by race series basis

Caveat!

- Homestead boats may be used during Wednesday night and Saturday open sailing
- Dock masters will be instructed to send non-homestead boats out first

Memorial Day Weekend in Bimini— Jim Webb

Four boats from Gulfstream Sailing Club sailed to Bimini for the Memorial Day weekend. and joined in with several boats from Sailing Singles of South Florida (SSSF). The GSC boats included Captain Mike Sawzak aboard Bleu Bayou, Captain Marvin Verble aboard Blue Pearl, Captain Greg Henry aboard Mi Serena, Ross and Astrid Hutton aboard Commotion, and Captain Debbie Hallmark and Stan Dekiel aboard Ryan's Place. Crew members included GSC members Alex Demyanenko and his son Georgi aboard Bleu Bayou, Jim & Betty Lou Webb aboard Blue Pearl, and Stan Dekiel aboard Ryan's Place. Also aboard Blue Pearl were Jerry and Diane McGuire, owners of Lauderdale Isles Yacht & Tennis Club.



Betty Lou and I joined Captain Marvin aboard his 51 ft trawler Blue Pearl early Thursday morning for about an 8am departure from the dock at the Lauderdale Isles Yacht Club. We cleared the Port Everglades inlet at about 9 am and motored across to Bimini at about 9 knots, arriving Bimini about 3:30 pm. The seas were on our beam which resulted in a mild roll all the way across, with the occasional “hold on” roll, but otherwise a very pleasant crossing. We enjoyed watching bottle nosed dolphins playing in our bow wave on the way over. Sam Walker and Greg's sister took the ferry from Miami to Bimini and joined Greg aboard Mi Serena.

Bleu Bayou and Mi Serena joined with a flotilla from SSSF that left Port Everglades Thursday evening for an all night sail under a brilliant full moon. They all arrived early Friday afternoon. Even though they obviously were too tired that evening for any serious partying, Mike and his crew, Debbie and her crew and several others joined us for our “welcome” party aboard Blue Pearl early Friday evening.



For those not familiar with Bimini, there are two islands- North Bimini and South Bimini – separated by a narrow channel. Small boat ferries transport people the short distance between the two. Due to availabilities, Greg Henry docked Mi Serena at Bimini Sands along with Debbie Hallmark with Ryan’s Place. We docked at Bimini Blue Water Marina on North Bimini along with Mike Sawzak on Blue Bayou. But, this did not prevent us from getting together to socialize, dine and party.

Fortunately for everyone else, Captain Marvin used his connections and succeeded in renting a golf cart which we used to tour North Bimini all the way to the new Bimini Bay resort on the north end of the island. This resort will even include a new casino in a few more months. I also used the golf cart to give tours to Mike and his crew and to Greg and his crew. We even got to see the green flash at sunset!!



We got together to eat dinner and lunch at the Bimini Big Game Club in North Bimini on several occasions. Captain Marvin’s favorite place for crack salad was CJ’s and we all enjoyed drinks at Ebbie’s. Mike Sawzak reported seeing a Loggerhead turtle that was being kept in a small cage in shallow water at one of the conch places was let free by a drunken patron to the cheers of the other visitors drinking at the bar.



On Saturday night we all were invited to join the sailing single's cookout and party at Brown's Marina and as you can see in the pictures posted, we all had a great time.

We hosted a brief blueberry pancake breakfast on Sunday morning which we cut short when the decision was made for Blue Pearl to head back to Florida as the wind conditions were forecast to worsen.



We had a rough ride home on Sunday as the northeast winds at 15 to 20 knots pushing against the northward flow of the Gulfstream raised up the seas with 4 to 6 ft and occasionally 8 ft waves. We averaged about 10-11 knots, making it to Port Everglades in a little more than 5 hrs. Mi Serena and Blue Bayou probably made out a little better on



Monday as the winds clocked around more from the east, but still told of surfing down the high seas, making it home in 9-10 hrs.

Next year we hope more members will join in for the Bimini trip, either with their boat or as crew or by joining us by ferry and staying at Bimini Sands.



Upcoming Cruising Events

- **Dinghy Run – July 20**
- **Lake Sylvia Overnight Raft up – Aug 3 & 4**
- **Labor Day Weekend Trip to Miami - Aug 30-Sep 2**
- **Chili Cook Off at the Lake – Sep 28**

05/05/2013