

Tiller Tales

Gulf Stream Sailing Club **MAY 2014**

From the Bridge - Jim Webb - 2014 Commodore

Betty Lou and I had been planning to sail the keys for 8-10 days this winter or early spring, taking our time and exploring. Due to all

of the GSC activities and Commodore responsibilities so far this year, we kept putting it off. Suddenly it was April and we said enough is enough – we are going. So we planned to leave Wednesday, right after the Tuesday evening GSC General Meeting . Sunday, the day after the GSC Regatta, we loaded our bulky stuff on the boat while it was at the Las Olas Marina. Monday I took Golly Gee back to its



mooring at the Miami Yacht Club. Tuesday I was still preparing for the meeting and we did some shopping and packing. We planned on sailing early Wednesday morning, but we were stressed trying to get everything taken care of in time. We thought about postponing for a week again, but the winds were almost perfect for heading down to the keys and were forecast long range to clock around from the south for the trip home. The temperatures were going to be comfortably cool throughout the period with almost no rain forecast. We had to take advantage of this great window of opportunity.

We decided to take our time Wednesday instead and get a later start, settling for a short sail down Biscayne Bay instead of trying to get all the way to Pumpkin or even to Gilberts. At Marvin Verble’s suggestion we planned to spend our first night at Boca Chita. Having never been to Boca Chita before, we were in for a very pleasant surprise on our first night.

2014 Officers

- Commodore.....Jim Webb
- Vice Commodore...Mick Sawzak
- Rear Commodore... Gregg Henry
- Treasurer...Betty Lou Webb
- Secretary.....Nancy Marsh

2013 Governing Board

- Linda Gossett
- Scott Lindars
- Marvin Verble
- Luis Oliveira

2014 Committee Chairs

- AuditMarilyn Mamano
- Crew Pool.....Debi Hallmark
- Cruising Gregg Henry, Mick Sawzak
- Fleet Captain 420s Scott Lindars
- Fleet Captain Sunfish Luis Oliveira
- Legislative.....Open
- Membership.....Christine Ryan
- Ocean RaceDan Whelan
- Program.....Dave Kresge
- Publicity.....Jim Webb
- Small BoatLuis Oliveira
- Social Sam Walker,Lacey Craddock
- SunshineShirley Kaplan
- Tiller Tales Editor ..Franz Walkow
- Trophy.....Debi Hallmark
- Website.....Adeel Arshed

Next GSC Members Mtg

June 10th

Corinne Kanter—Guest Speaker

(Continued on page 2)

From the Bridge - Jim Webb - 2014 Commodore



Boca Chita is part of Biscayne National Park and is maintained by the park service. My charts and GPS show 2-1/2 ft minimum approach depth. The GPS shows the lagoon as dry land. Being timid to proceed in the face of such information, I called Marvin who reassured me I should keep going. Following marks shown on the chart and marks near the entrance, we did not see less than 5 feet going in. The entrance to the lagoon is 4 ft at low tide.

We entered the small lagoon past the decorative lighthouse, and tied up to cleats mounted along the wall surrounding the lagoon. It was immediately apparent that we had found something very special. There were only two other small power boats there and they had set up tents on the opposite side of the harbor, so we were fairly private and peaceful aboard Golly Gee.



The island's crowning glory, and Biscayne National Park's *de facto* symbol, is the 65-foot ornamental lighthouse built by Mark Honeywell, one of the island's former owners, in the 1930s. The lighthouse is open intermittently whenever park staff or volunteers are on the island.

For those who have been to No Name Harbor, Boca Chita is much smaller. Where you can't tie up to the wall overnight in No Name, you can only tie up to the wall overnight in Boca Chita. There is no anchoring in the harbor. It's a short walk to the ocean side or the bay side. There is a campground with picnic tables and barbecue grills and additional tables and grills on the south side of the harbor near the open-air pavilion.

Saltwater toilets are available, but since there is no freshwater or electricity on the island, there are no sinks or showers. A half-mile hiking trail starts just east of the restrooms. The trail continues to the south end of the island curving back north and emerging near the pavilion and picnic area.



From the Bridge - Jim Webb - 2014 Commodore

Although we had a breezy night and did not have any problems with mosquitoes, the park cautions that there are mosquitoes year round. To be safe we had our screens installed. We left early the next day and did not explore as much as we would like. This is now our favorite place to go for an overnight sail, but only during the week. We have seen the crowds heading there on weekends and want no part of that commotion. We intend to go back there very soon for an overnight stay.



For directions on how to get there by sailboat, I recommend you ask board member Marvin Verble for advice. The cost to stay overnight is \$20.

We continued our journey all the way to Marathon, with several stops and then by car for two days to Key West.

A favorite and recommended anchorage we used along the way was Mangrove Marina in Tavernier. The folks are very friendly and the facilities are very clean and well maintained. And yes the pig is still performing at the Key West Sunset Ceremony!

In addition to the GSC Regatta this month, our social committee put on a Cookout at the Lake" which I heard was very successful and well attended. We were sailing in the keys at that time and missed it. Thanks to Sam Walker and Lacey Craddock for all your hard work to make the cookout a big success. As we go to press, we just had the GSC Pool Party at LIYC which again was a great time. More about that next month. JIM WEBB - GSC Commodore

Programs Committee— David Kresge

Programs Committee has some interesting speakers lined up for May and June that will peak your interests.

In **May** we have **Harbor Pilot Sam Stephenson** speaking to us about the role of the Port Everglades Harbor Pilot, the competitive nature of becoming a Pilot, what a typical day or week is like and safety tips for boaters. That last part is fairly simple Steel versus Fiberglass..... but he will provide some great stories. Did you know that there are only two people that can keep a ship from entering a US port? Guess who they are.

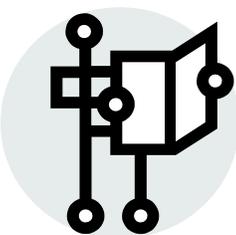
Then in **June** we will have author and accomplished chef of many marine themed dishes, **Corinne Kanter** joining us. Corinne has lectured on cooking aboard and living aboard for many decades at all the major boat shows, some yacht clubs and sailing clubs and our own SSCA.

Corinne Kanter earned the title: Waterway Hostess with the Mostess after 31 trips down the ICW. As chief entertainer basically based on her reputation and the fact that her catamaran was the best meeting spot. She also sailed all the coastal waters of the NE Atlantic coast, Chesapeake Bay, Long Island Sound and brought up three children on deck. She also sailed on countless races aboard her first sailing vessel, a Venture 24 in Annapolis and an Allied 39 she and her husband Charles charter-managed out of Faro Blanco in Marathon and sailed between St. Thomas USVI and Albany, NY. She was first mate on Duet, a 40' catamaran they chartered out of Tarpon Lodge and Knight Key in Marathon, and spent many following years as an SSCA Commodore on a 32' Catamaran La Forza which included a 1998 trip to Cuba, with permission from the US government. She has at least 100,000 miles under her keel, and ample humor to go with it.

Please spread the word to your friends to join you for our May and June meetings.

Protocol: We will start our speakers immediately following the GSC General Business Meeting so refresh your glasses quickly. Please share your respect for the speaker and have fun with the Q&A segment. It is your meeting. Please demonstrate your membership volunteerism by calling David Kresge with your desires and wants for guest speakers. He can be contacted at 813.833.2285 or at dckoffsu@comcast.net also noted in our Gulfstream Sailing Club directory.

Note from your Editor : Franz Walkow



The presentation at the May meeting was very informative and entertaining....well done Sam Stephenson ...and David Kresge.

Your editor knows Corinne Kanter , from her booth at the Fort Laudrdale Boat Show every year and from attending a pot luck dinner at her and Charles' home in the Keys when we were on our Island Packet NO WORRIES in Boot Key down at the end of Marathon many years ago. She is a great speaker and very knowledgeable about preparing food on a boat. Charles has written a very interesting book on switching from cruising on monohulls to catamarans.

Dafynitions for May - Anonymous

Aye-Aye - A-A redundant-redundant way-way of-of saying-saying “yes”.

Bottom - The land under the water. Its characteristics are sometimes described on nautical charts to assist sailors with anchoring. Common symbols on charts include rky, mddy, icky, crddy, nsty, awfl, hrrbl, dsgstng, and unblvbl.

Capsize - The interior diameter of headgear, usually expressed in inches.

Chart - A nautical map that helps a skipper determine if he is on the water (blue) or on land (yellow)

Deck Lines - There are many of these. Among the most common are: “Do you sail often”, “Would you like to take the wheel”, “Its Happy Hour!”, “It’s customary to sail topless offshore”.

Wharf - The sound made by my dog when he wants to be fed.

Lead Line - A line marked in graduations with a lead weight on one end. Thrown forward from the bow of the boat, the line indicates the depth when vertical. If it bounces when thrown,

Crew POOL Rules - Debi Hallmark

Get Aboard – A Reminder - "GSC members now have three ways to get onboard a boat as crew for one of our cruising activities or for racing:

1- Sign up on our Crew Pool list on our GSC website indicating your willingness to crew and your qualifications and hope to be selected by a captain looking for race crew.

2.- Get socially involved and ask a captain directly to be included as crew for a particular cruising activity or as part of a race crew

3- Call or email,our crew pool committee chairwoman, Debi Hallmark, and ask if she can get you onto a boat. Debi will then try to place requesting members with willing captains.

For each scheduled cruising or race activity, we will try to keep Debi informed of which boats will be included. If members have not had an invitation from any captains and want to be included, they should contact Debbie. We encourage our newer members especially to call Debi.

Debbie will also periodically review our Crew Pool list to identify ex-members who might still be on the list or members who have repeatedly turned down captains requesting crew. When identified, those individuals will be removed from the list.

Opti Racing Team - Rosalie Modzelewski

The month of April was full of excitement and new experiences for the GSC Opti Racing Team.

Our month of regattas began with the Spring Fling at Coral Reef Yacht Club on April 4th – 6th. Coral Reef along with their coaches, hosted an all-day sailing clinic for our sailors on the Friday before the regatta. This was the team's first time attending a sailing clinic at Coral Reef. Three of our team sailors (Mattias, Mark & John), were able to participate and they had a great time.

During the clinic, the sailors attended group classes on boat speed, proper sail rigging, strategies & tactics, body placement, mark roundings, wind direction & shifts, adjusting your boat for optimal performance and much more. The sailors then hit the water on Biscayne Bay with the Coral Reef coaches to practice new racing drills and sail through different courses.

After the clinic on Friday, there were two full days of great racing. Conditions during the clinic on Friday were choppy with about 18 knot winds and 2-3' chop. On Saturday, there were light winds & small chop making sailing difficult & Sunday was similar to Friday's conditions.

The final results after 8 races with 54 boats are as follows:

Mark 1st
John 5th
Kiril 18th
Mattias 24th

The teams' next regatta was the 45th Southeast Dinghy Regatta at Key Biscayne Yacht Club on April 18th – 19th. Key Biscayne hosted a very well organized and enjoyable regatta. There were sailing supply vendors, an inflatable paddle board vendor who set up a fun day for the parents and the Ritz-Carlton was there to provide neck massages for those who purchased fundraising raffle tickets. So whether you chose to test your balancing skills on a paddle board or decided to sit back & relax with a massage – it was a wonderful weekend of sailing & socializing!

Sailing conditions on Friday were good with 10-15 knots and 1-2' chop, however on Saturday, races were delayed due to light winds, but that didn't stop the race committee from being able to squeeze in a race or two!

The final results after 7 races with 58 boats are as follows:

Mark 1st
John 4th
Austin 6th
Kiril 15th
Mattias 31st

IPAD NAVIGATION by MikeyMike (Mike Sawzak)

The future is here...it's called an iPad!!! I have had my IPAD 3 for over two years using the Navionics app to get me safely where I want to go. This version IPAD and all subsequent models have a built in GPS that in no way is dependent on cell phone towers. It has taken me to all parts of Florida & the Bahamas and the GPS system is extremely reliable and accurate.

I have been using GPS units from Garmin and others for some years using toggles and levers and buttons to move things around on the screen...what a time consuming headache! What a joy to pinch the Ipad screen and use a finger to move and tap to select things. Instant results, instant gratification!

Let's talk about economics. The Ipad screen is huge...try buying a traditional GPS unit with that size screen and you are talking 2 or 3 thousand dollars and more. I purchased mine for \$650 and the downloaded app was \$50. Factor in it is my personal computer with email and internet access, a great camera for still and video and thousands of applications available...this is a no brainer!! The large screen is also great in the sun, the screen clarity in the sun is an improvement from older Ipads and the brightness is adjustable. The traditional GPS needs a direct current battery connection. Ipad has a built in battery for stand alone use and AC or DC connection for charging. Chart updates are easy to make with free downloads...NO MORE CHIPS!!!

I am familiar with the Navionics app and recently Garmin has now come on the scene. They are a couple years late though even the big guy has seen the inevitable future. After a friend purchased Garmin's app I saw it was a very serious improvement from Navionics so I purchased and downloaded it. I love it! Easier to plot a course, easier and faster to find waypoint coordinates, BlueChart, Active Captain(contributed local knowledge) and many other features. Garmin's Nav app also has the charts for all of North America (US & Canada, Carib, Central America & Mexico) for the same price Navionics has for those regions separately. Garmin is making a serious statement, they are in the GPS marine chart application business and will beat the competition!

Some say the tablets and smart phones are not rigorous enough for the marine environment. Yes, it's true they don't like water...so make them waterproof. I use a protective case from a company called Lifeproof that does just that and still allows the screen to be pinched. The case is very small and unobtrusive, I leave it on permanently. I have my tablet mounted on the binnacle when sailing and it has been heavily splashed with no problems. The company says it can be completely submerged also though I'm not going to test that, at least not intentionally.

I'm all onboard with Ipad navigation, the traditional GPS units I'm not throwing in the electronic junk heap just yet...they can be back ups!!! On second thought maybe I'll get a Mini Ipad for a backup.

GSC Regatta from the Committee Boat By Jim Webb

I was preparing Golly Gee to get under way at the Las Olas marina dock at 7:30am on Saturday April 5th. We were to be the committee boat for the GSC Regatta and planned to be anchored on station at 10am for the 11am start of the 1st race. As I got the GPS setup, the cushions out and stowed the food in the refrigerator, I heard the race committee members calling from the fence.

Ex GSC member Chris Woolsey was the PRO for the Regatta and he arrived carrying the race flags, the white board that was to serve as the course instructions display and some liquor to keep the committee boat happy. Assisting Chris was Pete Ackerman who manages rigging for West Marine, and Dan Peckman, also known as "BC" which is short for "Big Country". BC is the boat captain for a 55 ft grand prix race boat in Newport Rhode Island and assists Pete with rigging.

The race was held north of the Port Everglades inlet centered close to the Commercial Street Pier on the same course used two weeks earlier for the Broward Cup. As we arrived at the starting line, Risque Too, the marks boat provided by Roman & Sue Gestasi, was arriving with Luis Oliveira, Bernie Gartner and Delroy Thompson. Following Chris's direction the marks boat dropped the start mark and headed north to drop the northern most mark. We anchored Golly Gee in position to be the other half of the starting line.



Marks Boat with Luis, Delroy and Bernie Vladescu



Paul Hinden and Dan

Paul Hinden arrived in his boat, Reel Faith, with the regatta photographer Dan Vladescu. After saying hello they took off to start photographing the arriving boats.

GSC Regatta from the Committee Boat By Jim Webb



Chris filled out the whiteboard with the race information which I held up in the back of Golly Gee for the boats to come up to and read. Chris gave the course instructions by radio and started the countdown flag sequence for the first race, the 5 spinnaker boats who were jockeying for position at the start line. Following their exciting and clean spinnaker boat start, Chris gave the non spinnaker boats their instructions and we repeated the countdown sequence and watched as this larger group of 9 boats also jockeyed for position.



GSC Regatta from the Committee Boat By Jim Webb



I will say that sitting calmly at the starting line and watching the race from the committee boat was more enjoyable than I had expected, even discounting the liquor. We could clearly see the differing strategies and traded opinions as to the merits of each. I was treated to the knowledgeable insights and stinging criticisms of Chris, Pete and BC as the race progressed.



GSC Regatta from the Committee Boat By Jim Webb



After completing the 1st spinnaker class race and with the last couple of non-spin boats still making for the finish line, Chris decided to run a second, shorter spinnaker race and informed the captains. As the boats jockeyed for position at the starting line, Mike Sawzak was still approaching the finish line in Bleu Bayou from the opposite direction. As the start sequence was completed, Chris realized the developing conflict and warned the captains to watch out for Mike. Dan Whelan was across the start line at the start and had to retreat back. As he turned back to the course, he aimed directly at Mike who had to fall off and then swing 360 degrees to head back to the finish. Needless to say, Mike was surprised and confused and with all the unexpected traffic heading right for him as he was calmly nearing the finish line. To mollify his understandable annoyance, the race committee assured him his time would be adjusted to compensate.



Alex Segev on COMEBACK - 1st Place Spinnaker

GSC Regatta from the Committee Boat By Jim Webb

GULFSTREAM SAILING CLUB REGATTA RESULTS

Division: ARC Non-Spinnaker

Position	Boat	Skipper	Race 1	Points
1	Unicorn	Mike Peteler	1	1
2	Francis Jane	Bob Miller	2	2
3	In Sync	Lee Williams	3	3
4	Enterprise	Dick Linehan	4	4
5	Mi Serena	Greg Henry	5	5
6	Bleu Bayou	Mike Sawzak	6	6
7	Alberta Rose	Jim Mahon	7	7
8T	Full Deck	John Gehrig	DNF	10
8T	Ryan's Place	Debi Hallmark	DNF	10

Division:ARC Spinnaker

Position	Boat	Skipper	Race 1	Race 2	Points
1	Comeback	Alex Segev	2	1	3
2	Papparazzi	Maraj	1	2	3
3	Bandana	Dave Wallace	3	3	3
4	Grand Cru	Dan Escobar	4	4	8
5	Wind Pirate	Dan Whelan	DNF	5	11



GSC Regatta from the Committee Boat By Jim Webb



Rear Commodore Greg



Vice Commodore Mike



POST RACE AWARDS PARTY - 2014 GSC Regatta By Jim Webb

A very nice post race party was held at the Briney Pub on the New River. All those in attendance enjoyed the festivities, food and drink. A special thanks to Dan Whelan, our racing chair, for organizing the race and for arranging the post race party with help from Lacey Craddock.



1st Place ARC non-spin- Mike Peteler "Unicorn" - Winner Gulfstream Cup



1st Plac ARC Spinnaker – Alex Segev "Comeback" – Winner West Cup



2nd Place ARC non-spin - Bob Miller

3rd Place ARC non-spin - Lee Williams

Post Race and Awards Party - 2014 GSC Regatta



2nd Place ARC Spin - Maraj – Papparazzi



3rd Place Spin – Dave Wallace



Alex Segev winner of Blue Water Books Trophy

Post Race Party - 2014 GSC Regatta



RIGGERS are GOOD to HAVE by Jim Webb

I was very fortunate to be the committee boat for the GSC Regatta. In addition to the PRO Chris Woolsey, the other race committee members were Pete Ackerman who manages rigging for West Marine, and Dan Peckman, also known as “BC” which is short for “Big Country”. BC is the boat captain for a 55 ft grand prix race boat in Newport Rhode Island and assists Pete with rigging.



Pete in the Bow, BC, Chris and Jim

I had had a problem bringing Golly Gee up from Miami when a thin line used to hold my jib boom up broke and got twisted and tangled in the jib halyard sheave as I raised the sail. I got the jib down but could not raise the jib sail again with the line tangled, so we were limited to the main sail and the motor. This would be sufficient for getting to and from the starting position for the race, but I knew I had to go up the mast before Betty Lou and I would be able to go on a planned sail to the keys in the next few days.

I quickly learned that having a rigger on board was a real bonus. As we prepared to cast off, Pete casually inspected the rigging out of habit and discovered that the gooseneck bolt that holds the boom to the mast had lost its nut and was working its way out, which could have been a disaster if it had fallen out while under sail. With BC’s help supporting the boom, we got the bolt back in place. As we motored toward the inlet, Pete decided the stays and shrouds needed adjustment which he did on station while waiting for the race to start. What a guy !!!!

RIGGERS are GOOD to HAVE by Jim Webb



BC waving the flag with Pete watching for boats over the line

When I told Pete about the line tangled in the jib halyard sheave, he offered to go up the mast with BC's help when we got back to the Las Olas dock. As the race wound down I started asking on the radio if anyone had a boson's chair on board. Dan Whelan replied that he had one and pulled alongside and handed it to us. True to his word, when we finished offloading their gear at the dock, Pete and BC rigged the spare halyard to the forward winch. Pete then slipped into the boson's chair and climbed the mast with BC manning the winch.

Within two minutes, Pete cut away the tangled line from the sheave and halyard and was lowered back to the deck. When I gladly offered to pay for the effort, Pete said the price would be two drinks at the elbow room. After finishing stowing my gear and closing up Golly Gee, I walked to the Elbow Room and happily paid the bill.

As we go to press, I learned that Pete is sailing across the Atlantic Ocean helping a couple get their boat to the Med.