

Tiller Tales

Gulf Stream Sailing Club September 2015

From the Bridge - Mike Sawzak - 2015 Commodore



On land and water what a busy year so far with more to come in 2015!!!!

We started with the Change of Command Gala and the Miami Boat Show booth. We continued with our trip to Stiltsville, the Greek Dinghy Run, the second annual Broward Cup and the Gulfstream Regatta. We also enjoyed Sunday Jazz brunches and the Friday Night Summer Concert series, ocean beer can races and the Summer Sailstice raft up in Lake Silvia. In addition we had the Fourth of July Picnic at Sailors Point as well as summer camps, races and learn to sail activities. That all adds up to a fun and eventful year so far with many great memories! I can't thank the dedicated group of volunteers enough who made it all happen with their tireless efforts.

Let's see if we can get some more members to follow the example of this dedicated group and get out there and offer their time and talents to insure our club will move forward this year and years to come!!!

2015 Officers

Commodore.....Mike Sawzak
Vice Commodore...Marvin Verble
Rear Commodore... Gregg Henry
Treasurer...Betty Lou Webb
Secretary....Rosemary Chelick-Mahon

2014 Governing Board

Jacqui Bradley
Nancy Marsh
Luis Oliviera
Jim Webb

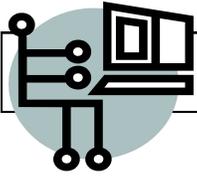
2014 Committee Chairs

AuditMarilyn Mamano
Crew Pool.....Open
CruisingGregg Henry
Fleet Captain 420s Open
Fleet Captain Sunfish Luis Oliveira
Legislative..... Open
Membership.....Betty Lou Webb
Ocean RaceCharles Biancardi
Program.....Jim Webb
Publicity.....Jim Webb
Small BoatLuis Oliveira
SocialRosemary Chelick-Mahon
SunshineShirley Kaplan
Tiller Tales Editor ..Kay Harrison
Trophy.....Debra Case

REMINDERS

Sept 19 ... Chili Cook-off
Sept 26 ... Pitcairn Ocean Race
Oct 31 ... Halloween Party

Our calendar is published
on the GSC web site,
www.gulfstreamsailingclub.org



Editorial - by Jim Webb

As you can see , Tiller Tales is back. At our last Board Meeting, we agreed that Tiller Tales would become a quarterly publication for now, and that each Board/Committee member would be required to provide an article for each issue. As you can see, not everyone complied this first month, but I am sure our Commodore will crack the whip and make sure that it happens next quarter.

This is definitely not intended to exclude our club members from contributing their own articles for Tiller Tales, or to submit classified ads to buy or sell things the club might be interested in. This is your club. Feel free to write up a small article each month that our members might find interesting and submit it to me or Kay Harrison.

You are receiving this issue of Tiller Tales in the mail because we believe that mailing Tiller Tales to each member rather than issuing it on line will significantly improve communication with all of our members.

Thank You Franz

Franz Walkow has been the editor of our Tiller Tales News Letter since 2008. As you have seen, the Tiller Tales have had a very professional appearance and have been well organized and enjoyable to read. This has been a direct result of Franz's hard work, editing and attention to detail. His additions as "Notes from the Editor" have always been enlightening and informative.



Franz will be hard to replace, but the show must go on!! Thank you Franz for all your outstanding efforts on behalf of Gulfstream Sailing Club.

Secretary's Report—Rosemary Chelick-Mahon

The minutes for the General Meetings of GSC are now available on the web.

Membership - Betty Lou Webb

GSC would like to welcome the following new members to our club this year. Please add these members numbers to your 2015 GSC directory:

Charles Biancardi	561-860-5858	
Craig & Meredith Chassen	954-921-4105	
George & Maria Cox	954-588-6500	CAC 20
Phil Decker & Kay Harrison	603-534-3428	Catalina 27
Andrea Keyser	603-344-7908	
Eric & Brenda Kobrin	786-261-7093	Tartan 30
William & Rocio Knickerboker	305-827-0190	20 ft sloop
Jim McBrayer & Karen Foster	920-846 8364	Catalina 35
Cheng Susan Piper	954-278-7080	
Diane Rogerson	954-801-6642	
Marcel and Sophia Sanso	561-889-2818	
Alex Seller	786-216-9098	Sunfish
Paul Silva	786-285-4205	Aquarius 23

If your email, phone, or address changes or if you need a new name tag, please contact Betty Lou at tbird10@bellsouth.net or 954-969-9196.

Social... Rosemary Chelick-Mahon

July 4th Picnic at Sailors Point

We had a great BBQ at Sailors Point on the 4th of July. Sam Walker organized the event and did a fantastic job setting up and cooking burgers and dogs for the crowd. Also, I would like to thank Bob Weinstein our dock master who got the boats ready for any member who wanted to take one out on the water. Jim Webb introduced us to a new game, Bear Pong. I loved the game - it didn't love me back!



Social — (Continued)



Upcoming Social Events

Chili Cook-off – Our annual Chili Cook-off is scheduled for **September 19** at Sailors Point. Bring your best chili recipe, best drink concoction or just come for a meal. Either way it will be a fun event. There is also a competition for the best chili, best dressed table and the best drink. More details to follow via email and at the next general meeting.

Social — (Continued)

Upcoming Social Events (Continued)

Pool Party - November 7 we will be at the home of Franz and Janis Walkow for our annual Pool Party. As well as getting wet we will be treated to Franz's BBQ'd ribs. A treat indeed.

Remember that all events are BYOB, bring a dish and have a \$5.00/per person cover charge. The club will be providing the food and non-alcoholic beverages at these events.

Jazz Brunch—Another reminder is that on the first Sunday of each month we gather at the Jazz Brunch at the Riverwalk in downtown Fort Lauderdale. This runs from 11am – 2pm and we have a canopy set up between two of the stages facing the water. Some of us bring snacks and beverages but there is food and drink for sale. There is no cover charge for the event by either the City or the club.

Happy Hour for the past year has been held at the Rendezvous Restaurant but in August we tried a new venue, The Riverside Market. We had a large turnout and this has been attributed to the change of venue. We will be trying different restaurants in the future but will make sure that everyone is notified via email in advance. If you have any suggestions as to new places to try please let the Social Committee know. If you have any suggestions for a club get together, please let anyone on the Board or the Social Committee know.

NO WIND, NO SEE UMS

BIMINI CRUISE MEMORIAL DAY WEEKEND 2014

by Captain Mike Sawzak

After two consecutive Bleu Bayou Memorial weekend crossings to Bimini without the need of the auxiliary, my luck had run out. Leaving on a calm Thursday night from Port Everglades, we made the left turn near Haulover Inlet to arrive early the next morning in daylight; at least, that was the plan. We motor sailed with very light wind. When we hit the Gulf Stream current, I knew right away. It was like hitting a wall and turning my dependable, but anemic, Atomic 4 gas engine north. After 16 hours plus we found ourselves about 10 miles north of the island, still with no wind. At least we were out of the current; the autopilot was happy in one foot seas as we motored to our destination, Bimini Sands Marina.

(Note to self...next year leave from Key Biscayne or Fowey Rock to ride the current if time and work schedule permits.) *Continued on page 6.*



NO WIND, NO SEE UMS
BIMINI CRUISE MEMORIAL DAY WEEKEND 2014, *Cont'd*

Once in the marina I saw a long line; 3 hours later I got to know that line very well. Bahamian Customs & Immigration. Apparently they have not heard of computers and printers, stamping and tearing apart forms in triplicate, hand writing every piece of information. There were no benches, so for hours we stood. It was torture Bahamian style and their revenge towards the perceived rich Americans.

Did I mention I had an all female crew? In alphabetical order, Holly, Jane and Marialda. They were wonderful and only complained about one thing all weekend. Well, two things. Mosquitoes and no see ums. Why do bugs gravitate to ladies first? My bug repellent was to sit next to them. One night returning to the boat late I noticed one gal sleeping in the cockpit. Being the thoughtful gentleman I sprayed her with an extra dose of bug spray including her feet. Next morning she asked why her toenail polish was all dripping and smudged. Never knew there is acetone in bug spray or something worse!

Another morning at 7:30 one of the girls was giving me a yoga lesson on the dock directly in front of our boat. While laying prone a captain docked next to us thought we were passed out drunk and never made it home from the night before. I had to clarify that it was my first yoga lesson, but I don't think he believed me.

Saturday was beach day, conch shacks and hitchhiking there on golf carts...I hid behind the fences and suddenly appeared with the girls. Saturday night we went to Brown's Marina bar with Sailing Singles, Gulf Stream Club (GSC) and host Hillsboro Inlet Sailing Club (HISC). Afterwards we were planning on watching the Junkanoo parade, though for some reason that only Bahamians know, it was cancelled. Perhaps it was wardrobe malfunction.

Sunday morning was HISC's traditional Bloody Mary Brunch. A pancake decoration contest with very creative designs was a lot of fun with Kalik beer and Bahama bread as prizes. At the brunch we were invited by an HISC member to go snorkeling to the concrete ship, Sapona, on his 7 year old immaculate catamaran. What amazing water ...crystal clear with schools of fish at every turn! Sunday night we planned a BBQ and bonfire poolside at Bimini Sands. We gathered wood for the bonfire and started cooking the burgers and brats. I never saw people run so fast; I was right behind them. The no see ums chased us away. The brats were consumed, the burgers were too raw and the bon fire was never lit. The no see ums were in charge and ruled this year!

Monday morning, Memorial Day, we left the marina 9:00 am and motor sailed with light wind again. We did have the Gulf current in our favor and managed to reach Port Everglades in 9 hours. The U.S. Small Vessel entry program worked well as I called all the crew members passport numbers in and we cleared without incident. The Bahamas customs papers are good for a free re-entry within 90 days ...Abaco anyone?

FROM YOUR REAR

By Rear Commodore Gregg Henry

In the last of November, 1995, we finally left San Diego Bay headed for the Coronado Islands across the border in Mexico.

We were two weeks behind the annual Baja Ha-ha Run. Having lived in S.D. on my boat for years, I knew all the ins and outs. But, we still got involved with the Baja Ha-ha frenzy. You need to know that the Ha-ha was an annual run to Cabo San Lucas. The cruising boats would come from up and down the west coast of U.S. and Canada to gather in S.D. to ready for November 1st, the official end of the hurricane season. Yes, Virginia, we have hurricanes in the Pacific.

Anyway, we were going to the parties, the lectures (everyone is an expert) and the daily cruisers net. We thought about joining them in the run down the coast, but we wanted to gunk hole down and the Ha-ha was a straight blast to Cabo with a short stop at Isla Andros. We stopped every night and anchored. Some nights were in small protected bays with a quaint village on shore and children swimming out to see us, to open roadsteads or behind a small island in a large bay. One of these was Santo Domingo where the point break was awesome.

Eventually we made it to Cabo and Party City. We still had money so we got a slip and had a great time. Spent Christmas in Cabo and too much money. Then off to Puerto Vallarta...

Hmm, Puerto Vallarta! It was an uneventful 2-1/2 day sail from Cabo. We arrived early, around 5am and stood off 'til light to enter the bay.

A Lesson Learned

When asking God for wind, be specific! We left Todos Santos early so we could get to Cabo before the rest of the fleet; slips were filling quickly. The wind was light, so I asked God for some more – but didn't specify. The wind began to build and so did the sea state. The wind rose to 35 knots and the seas built to 15 feet and breaking. The next 10 hours was Mr. Toad's Wild Ride.

To be continued...



The Martini Cup: Evening Ocean Race #1 Results



The August 22 “Evening Ocean Race #1” was a contest between rivals *Bleu Bayou* and *Mi Sirena*. After some uncertainty about coordinating times on watches and cell phones, the race started off at 4:30 pm from the channel markers just east of Port Everglades. The two sail boats raced close together rounding the sea buoy and then headed north toward the mooring balls at Fort Lauderdale beach.

Captain Mike Sawzak on *Bleu Bayou* kept up a close second place until *Mi Sirena* headed toward the

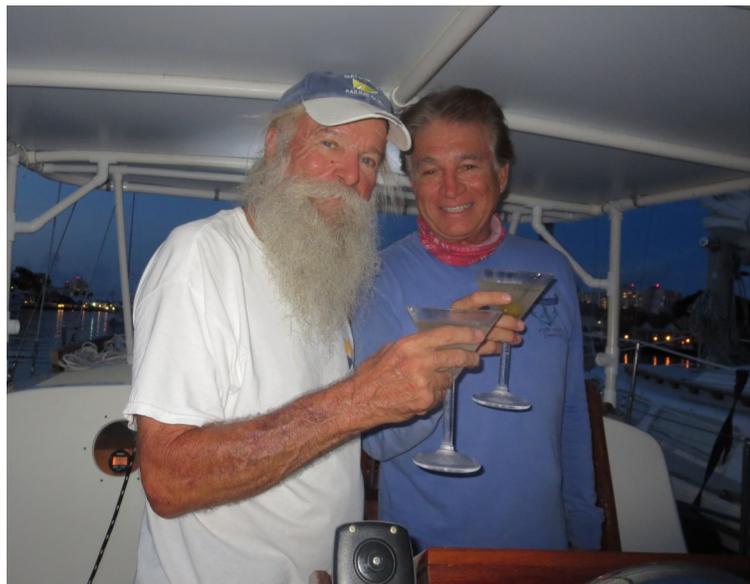
first mooring ball, the agreed turning point. *Bleu Bayou* headed a little farther north, giving Captain Gregg Henry on *Mi Sirena* the edge he needed to pull ahead.

In spite of a dark gray storm front hanging over the city, and distant thunder and lightning, the wind on the return leg of the race died to nothing, forcing both boats to head far to the east to pick up any breeze. It took so long to get to the final marker, it was suggested that the elusive buoy must have been adrift!



Mi Sirena crossed the finish line two minutes before *Bleu Bayou*, a much closer finish than either captain anticipated.

Gregg Henry credited his crew member, Phil Decker, for manning the helm during the race. The Martini Cup celebration ensued in Lake Sylvia, with MickeyMike making martinis for the winning captain, Gregg Henry.



Pictures: TOP: Bleu Bayou and some very large company; MIDDLE: Storm clouds over Fort Lauderdale; BOTTOM: Captains Henry and Sawzak sharing the Martini Cup.

A LITTLE BIT OF HISTORY

The following article was written by Bernie Gartner and published in Tiller Tales in March 2010. Your GSC Board thought it would be informative to our newer members to publish it again to explain the history of our building fund and provide a basis for the limitations of its use. The facts have been corroborated by some of our older members.

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 80s. 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 80s, 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 a 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 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 two 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 154th Street ramp if the marine police were terminated, which didn't seem too probable. The building is three or four 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 first 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 paying the rent.

If we had not lost Bill Bigoney, we might have had a shot at getting space under the new 17th Street 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 known as 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 toward the ICW 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 develop enough additional new land for sufficient space to construct an inexpensive two-story clubhouse – first story for small boat and parts storage and the second floor for a meeting room. It would include 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. Unfortunate-

ly, 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 for 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 Manager 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 Street, 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 on 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 ICW. 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 Gartner

**The three members who were killed in a plane crash while searching for locations for our small boat fleet were Glenn Davis, Robert Marshal, and Fritz Scoglund.*

GSC CALENDAR OF EVENTS— September to December, 2015

Upcoming Events

- Sept. 26 Pitcairn Ocean Race #2
(Sat—Full Moon)
- October 10-12 Columbus Day Regatta
- October 25 Ocean Race #3 (Sun)
- October 31 Halloween Party
- November 1 End Daylight Savings Time
- November 15 Ocean Race #4
- December 4 Wirth Monroe Race
- December 5 Commodore's Cup & Party
- December 12 Boat Parade (?)
- December 15 GSC Christmas Party (General Meeting)



From: Gulfstream Sailing Club
P.O. Box 1124
Fort Lauderdale, FL 33302

TO: