

Tiller Tales

Gulfstream Sailing Club

June 2016

GULFSTREAM SAILING CLUB NEWS

GSC Regatta—April 16, 2016



The 2016 GSC Regatta saw perfect weather for racing and 13 boats competing. Thanks to Linda Gossett and her tireless crew for putting on a great race. The After-Race Party at the Briney Pub had good food and fabulous raffle prizes!



GSC Adopts New Membership Software

By Phil Decker, Membership Chair

The Club has adopted a new membership management software package called “Member Planet,” and will be rolling it out over the next month. This software has many advantages over the old system, and here are some of the highlights:

- ◆ EVERYONE will get e-mails from the Club. The old program skipped some members for no reason.
- ◆ E-mails will now have graphics and formatting. The old program could only send plain text.
- ◆ Photos can be shared with the Club.
- ◆ Event RSVPs can be handled online.
- ◆ Discussion forums and member surveys available.
- ◆ Update your membership information online.
- ◆ Free smartphone app for instant access.



You do not have to do anything to take advantage of Member Planet! We are transferring your existing information to the new system. If you get an e-mail inviting you to join Member Planet, it is from us, and you should accept. In the meantime, you can check out Member Planet at this website, and look up the Gulfstream Sailing Club: www.memberplanet.com.

2016 Officers

Commodore.....Marvin Verble
 Vice Commodore.....Gregg Henry
 Rear Commodore.....Ben Bowen
 Treasurer.....Linda Gossett
 Secretary.....Rosemary Chelick-Mahon

2016 Governing Board

Mike Sawzak
 Jim O’Hara
 Luis Oliviera
 Paul Hinden

2016 Committee Chairs

Crew Pool.....Open
 CruisingGregg Henry
 Fleet Captain 420s Open
 Fleet Captain Sunfish ..Luis Oliveira
 Legislative..... Open
 Membership.....Phil Decker
 Nominating.....Jim Webb
 Ocean RaceOpen
 Program.....Jim Webb
 Ship’s StoreJohn Edmonds
 SocialRosemary Chelick-Mahon
 Tiller Tales Editor.....Kay Harrison
 Trophy.....Debra Case
 Website.....Ben Bowen

REMINDER

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

FROM THE SUNSHINE COMMITTEE

By Betty Lou Webb

Shirley Kaplan our sunshine lady of many years has moved to Ohio. It would be great if her GSC friends would send her a card. Her address is: 800 South 15th St., Copland Oaks #8-107, Sebring, OH 44672.

Get well wishes to Linda Gossett, our Treasurer, and Kay Harrison, our editor of Tiller Tales. Hope you two are feeling better and back on the water soon.

A Very Special Thanks...

To all who contributed items to the Auction held at the June general meeting, and to those who bought those items! We raised almost \$300 for the Kids Learn to Sail Program at Sailors' Point.



BEACH BASH 2016

August 20
2 pm - ???

Bring a dish to share. The Club will be providing all
BBQ items and non-alcoholic beverages

Alcohol Not Allowed

Must Pay Park Admission

*Come and Join Your Fellow Sailors for a Day
"Beside" the Water*

MEMBERSHIP— PHIL DECKER

GSC would like to welcome the following new members to our club. Please add these members' numbers to your 2016 GSC directory, and say hello at our next meeting or social event! *If your email, phone, or address changes, contact Phil Decker at phildecker@mac.com or 603-534-3428.*

Name	Phone	Boat
Carl & Bonnie Freeman	954-593-4732	Ocoee, Island Packet 320
Helena Oliveira	954-675-0062	
Francine Lemire & Paul Cadieux	514-953-7668	Sea Eagle, O'Day 25
Donald & Barbara Menig	954-801-5035	Renacer, Cape Dory 28
Jorge del Castillo & Cristina Costanzo	786-547-6626	
Mole & Mandy Telfer	954-990-9237	
Kevin Hyland & Susan Pokodner	646-599-3785	

SECRETARY'S REPORT—ROSEMARY CHELICK-MAHON

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

GULFSTREAM SAILING CLUB AT STILTSVILLE

By Vice Commodore Gregg Henry



The big cruising event from the last quarter was our trip to Stiltsville on April 9-10. A huge thank you has to go out to the MSPBC, Mac, and Marvin for affording us this unique opportunity!

Ten boats made the trip. There were seven sailboats and three powerboats with the majority staying to camp overnight. Some club members were not able to stay, so a special thanks goes out to Paul Hinden for taking the day-trippers back to No Name Harbor.

Saturday started at No Name, where most of the boats met to help take on supplies for the weekend. After the rations were lashed down, and extra crew were secured, we took off for Stiltsville. Everyone arrived around noon Saturday, with blankets, air mattresses and pillows, to stake out their spots for the night.

We gathered around the picnic tables to enjoy snacks, swap stories and watch the intrepid few who braved the cold waters of Biscayne Bay. The club provided burgers and dogs whipped up by our own chef Gregorio (Gregg) and his able bodied assistant. Music (thank you Phil) and Mayhem prevailed throughout the evening, as stories were swapped and we watched a beautiful sunset.



Sunday morning dawned as we awakened to the smell of fresh coffee and kitchen chatter. Pancakes, Arepas, and sausages was the fare, all provided by the club. The kitchen was "manned" by our special team of Sandra Masso and Sandra Hinden assisted by Flora Lynch. Another big thanks goes out to the kitchen crew as well as all those who helped to clean up and pack up; great job! The new addition for this year was the Bloody Mary DYI Bar created by....ME! Please let me know how you all enjoyed it.

The whole weekend was extremely windy and a full moon high tide was headed in so we got the heck out around 10:00. It was a bit dicey with fresh winds and strong current, but we all made it out alive.

The trip home was uneventful as *Escape*, *Mi Sirena* and *Bleu Bayou* traveled north on the ICW. However, mayhem ensued as a riderless jet ski attacked Mickey-Mike's hapless vessel. After it was all said and done, a wonderful time was had by all!

ADVENTURE IN PARADISE

By Jim Webb

As predicted, we were now entering a current that ran counter to the wind, halfway between the islands of Tahaa and Boroa Bora in French Polynesia. Crashing through 6-8 foot seas in 20 knot winds, we were excited to finally be living our dream of sailing in the South Pacific. I was quickly getting comfortable sailing “Kawan”, our first catamaran, and we were all getting spoiled by its spaciousness. Our anticipation grew as the gray outline of Bora Bora became greener and more detailed as we got closer and closer. Tahaa was now getting gray and more indistinct behind us as had Raiatea earlier. We scanned the horizon hoping to spot the hump-back whales that we were told frequent the area and anticipated snorkeling with Manta Rays in the magnificent lagoon of Bora Bora. We had already visited the islands of Tahiti, Raiatea and Tahaa, and were eagerly looking forward to Bora Bora, Huahine and Moorea. Our snorkeling had already revealed the magnificent variety, shapes and colors of the tropical fish of the south pacific. In our brief time in French Polynesia we were enamored with the Polynesian people and their culture.

French Polynesia, including the Society Islands, the Island of Tahiti, are located in the southern hemisphere and about ½ way between South America and Australia. The longitude of Hawaii in the northern hemisphere is actually further west than Tahiti.



Betty Lou and I had been sailing the Caribbean from the British Virgin Islands down to Grenada for several years, on numerous bare boat charters with both the Moorings and Sunsail. We are not long distance, blue water sailors. Rather we prefer to arrive at an island every night and sleep peacefully (unless it rains) at a mooring or at anchor. We had always dreamed of bareboat chartering in Tahiti and finally said this is the year, it's now or never. Our friend Tony, who along with his wife had accompanied us on three other charters had always said that he was included if we ever went to Tahiti. True to his word, he committed to join us despite the fact that his wife was now his ex and therefore, wouldn't be joining us.

We started planning the trip in February when we got our quote for a 384 Sunsail Lagoon Catamaran versus a 42 ft monohull sailboat. The price difference between the cat and monohull was surprisingly low so we decided to go all out and spend the extra money to sail our first cat in French Polynesia. We committed 6 months in advance to take advantage of an extra 10% discount offered by Sunsail for early booking.



Betty Lou & Kawan

We had also booked a bareboat charter in the British Virgin Islands with Tony in April and a bareboat charter in the Abacos with Mike and Marilyn in July, so we really didn't start our detailed research and planning for our October trip to Tahiti until August.

On October 14, we flew to Los Angeles on American Airlines and waited for 3 hours before boarding Air Tahiti Nui (Nui means big in Polynesian) for the 8-1/2 hour nonstop flight to Papeete, Tahiti. We stayed overnight at the airport hotel in Papeete and boarded an Air Tahiti commuter flight to Raiatea the next day. We spent two days sightseeing the island of Raiatea in our rental car, snorkeling and buying groceries in the town of Uturoa before boarding our catamaran at the Sunsail Base. By Sunday afternoon, October 17, we set sail for the nearby island of Tahaa for our first night on the cat.



Over the next 10 days, we sailed on to Bora Bora, back to Raiatea, over to Huahine and finally returned the boat back to Raiatea on the morning of Wednesday, October 27. That afternoon we flew back to Tahiti where we spent 2 days on the black sand beach of the Radisson Plaza Resort Hotel and sightseeing the big island of Tahiti in our rental car. On Friday, October 29, we boarded the Aremiti ferry in Papeete to travel to the exceptionally beautiful island of Moorea. There we spent 3 glorious days at the Moorea Pearl Resort while snorkeling, sightseeing the island in our rental car and even snorkeling with an enormous sperm whale during a whale watch trip. We finally returned to Tahiti by ferry on Tuesday afternoon, November 1st and boarded our Air Tahiti Nui flight back to Los Angeles at 10 pm that evening. We arrived back in Florida November 2nd at 8 pm exhausted but happy onboard an American airlines flight from Los Angeles.

Lagoons

One of the reasons sailing French Polynesia is so awesome is that each island is surrounded by a reef. A large lagoon lies between this reef and the island, encircling the island. Sailing in this

large, calm lagoon is delightful, with water depths varying from one foot to 100 feet. The colors formed by the various depths of the lagoon are stunning.

The water is generally deep (80 to 100 ft) close to the island, but shallower toward the reef. There are many smaller islands in the lagoon called “Motu’s”. Anchoring in the light colored sand in 10 to 20 ft depths was easy and proved secure even in stiff breezes. A few moorings were available in some of the deeper bays which we took advantage of.

Raiatea and Tahaa were an exception in that the two islands were surrounded by a single reef, which allowed travel between the two without venturing into the open ocean.

Snorkeling on coral heads within the lagoon is excellent, especially along the lagoon side of the reef and the “Motu’s.” The tropical fish were more plentiful, varied and more colorful than the tropical fish we have seen in the Caribbean. One of our favorites is the Moorish Idol (pictured below). There were families of manta rays in the lagoon at Bora Bora and also in the lagoons of Huahine. We were also assured that there are reef sharks in the lagoon, versus the big ocean going sharks hanging out at the entrance to the lagoon, so we tended to snorkel in shallower water.



Passes

Each island has one or more gaps in the reef called passes that allowed access into the lagoon from the ocean. Some of these passes were large enough for cruise ships to enter and some were too small for a sailboat or had occasional breaking waves. The Tahaa/Raiatea reef has 5 or 6 useable passes while Bora Bora has only one, and that one is on the opposite side of the island from our approach. Huahine has two safe passes on the northwest side, almost next to each other, and one on the east side and an iffy pass on the south side.

The passes often had a motu near the entrance that provided a somewhat protected anchorage. The passes also are prime locations for expert surfers which we often saw.

Raiatea

Raiatea is the home of the Sunsail base where we picked up our catamaran. Its major town of Utora has some decent markets for provisioning, some restaurants, shops and a cruise ship dock. It is also the seat of government for the Society Islands. We rented a very small car up-

Adventure in Paradise — Continued

on our arrival and drove from the airport to the Raiatea Lodge Hotel, passing the Sunsail Base along the way. The hotel was delightfully quaint, tropical and located on the lagoon. We soon discovered that the snorkeling from their dock was as good as any we saw in French Polynesia. The coral dropped down to the darkness of the deep lagoon and it was close to a pass from the ocean, so Tony and I kept a keen eye out for sharks, but fortunately didn't see any.



Raiatea Lodge Hotel

We took a driving tour around the very scenic, mountainous island the next day. We visited Faaroa bay which was the previous home of Sunsail and had several moorings still in place, which we would use later during our sail. The bay goes 1-1/2 miles inland and has a river at its head which goes off into the rain forest. The sailing guide recommended going up the insect infested river in the dingy to investigate the jungle, which we decided would be a fallback plan in case the seas became too rough for our plan to sail the 30 miles to Huahine later in our trip.

Marae at Opoa



The Marae's on Raiatea were also the starting point for many of the Polynesian adventurers who sailed their small boats to discover and settle on other islands including all the way to Hawaii.

While in Bora Bora, Jim and Betty Lou stopped in at the Bora Bora Yacht Club and presented the Gulfstream Sailing Club burgee to the owners. The club's burgee now hangs from the ceiling of the Bora Bora Yacht Club bar with dozens of other burgees from around the world.

No place we visited in French Polynesia was more appropriate to add the club's burgee than the Bora Bora Yacht Club.

That's enough for now. If there is interest I will describe more of this incredible trip in future issues of Tiller Tales, including the sacred eels of Huahine.



CRUISING TO PUERTO VALLARTA

By Vice Commodore Gregg Henry

I started this tale in the Sept. 2015 Tiller Tales and we had just arrived at Puerto Vallarta Bay and were waiting for sunrise...

Once the sun came up we started the sail into Puerto Vallarta on a great close reach headed for the marina and a comfortable slip. We were dragging two fishing lines, and just when everything was comfortable, a “hook up,” then another. It was a hassle to get them both on board but we did it. Now, the problem was what to do with two very large dorado. A quick call on the VHF—remember those instead of cell phones—we told our cruising friends in the marina to meet us at our slip with knives and baggies. As we tied up and cleaned up the boat, our friends fileted away. A party and fish fry that night.

P.V. Bay is huge. To the north is Las Cruces and to the south is Mismaloya. Las Cruces is a small fishing village with a large protected anchorage and a well known bar with live music—a cruisers’ hang out! The anchorage was 90% ex-pats with a few foreign flagged boats. Wait a minute... We’re in Mexico, we’re all foreign!

We spent a couple of days on the hook there then back to Puerto Vallarta and a slip. A slip: fresh water, fresh veggies and fruit, a historic downtown to explore and a malecon to walk along and enjoy the sunset.

We also sailed to and visited Mismaloya. Not much there but an old hotel where “Night of the Iguana” was filmed and the first “Predator” was shot. A small cove with really deep water. We anchored in 40 feet of water so there was lots of rode out even with all chain. Our swing was so large that we were close to the surf zone. Because of the steep drop-off the surf was large so landing the dink was a trip. With the outboard up and the landing wheels down we were pushed way up the beach, where we scrambled to jump out and pull the dink up and out of the way of the next breaker.

A whole chapter could be written about our adventures in Mismaloya, but I’ll move on. We stayed a week in Puerto Vallarta, and loved it. But it was time to move on. “We’ll be back.” Off to Mazatlan, then to La Paz and the Sea of Cortez!



A HEARTWARMING MISSION TO CUBA: PART 3

By Karen Foster—Continued from March 2016 Issue

Cuban Customs vs US Customs—As we arrived in Marina Hemingway the customs agents helped secure our boat to the dock, one went below to inspect. Each of us was handed the standard custom forms that we typically fill out on airplanes and another form to fill in, then we were told to follow the officer to the office where we individually sat in front of a custom agent who entered our info into his computer, scanned our passports and had us look towards the camera as he snapped a photo. Then we were free to go to our assigned dock space at Marina Hemingway.



We had heard of a horrifying story where a custom agent boarded a yacht with a lady holding her dog. The agent informed her that her dog was now "the property of the state." As her jaw dropped he laughed and told her, "Just kidding!" So they can be humorous and fun.

Once tied up, we had more officials come aboard. The dockmaster went below, sat down at the salon table and started going through our paperwork.

An agricultural inspector and his assistant started asking questions about our food as he checked out the fridge, freezer and cabinets. We had been told no fresh eggs, meat or fruits. We managed to eat all our eggs but lemons, limes and apples were swinging in the veggie hammock in front of his nose. There was no denying that, and no obvious plans to conceal. He didn't seem to mind. There was a slight communication gap since none of us really understood Spanish and their English was very limited. We were instructed that all garbage from the boat would be collected by one of their personnel. It was classified as "International Garbage." No problem. That sounded great.

Then a health official took out an instrument to check our body temperature by holding it close to our foreheads. We all passed. No one was sick or running a temperature. After the crossing I was glad he wasn't taking anyone's blood pressure. Those might have been a little high.



The dockmaster and several officials said gratuities would be appreciated, but were not required. We had already given them beverages (cervezas) and cookies but decided that a little baksheesh to grease the wheels would not hurt. On leaving the marina to return to the US, we had to stop at customs again where they scanned the passports again, examined the cabin below to insure only four of us were leaving and sent us on our way.

US customs had required an incredible amount of paperwork and information before we left. We started over a month in advance. This included a form with all

Continued on Page 10

Heart-Warming Mission to Cuba — Continued

the names of crew and potential crew members. The Captain also had to get a vessel reporting system sticker from Homeland Security. We had to justify the reason for travel into Cuba. The Miami to Havana Race coordinator had received prior approval so it was much easier for us. We were classified as an athletic event. (Although we had another mission for our boat. Captain Jim had agreed to transport more than 200 pounds of toys, art supplies and books for children in Cuba.)

On our return we called the US Coast Guard in Key West on the marine radio when we were 20 miles out. No response. We tried again at 12 nautical miles out and they got the name of the vessel, Cap-



Pictures: Above: Supplies for the Cuban children loaded on the boat. Right: The teachers and children at the school. JM Lexus came through with all sorts of art supplies, bags, note books, stuffed animals for us to take to children in Cuba! Andrea Keyser, Lynette Beal, Mike Sawzak, and Sandra Fernandez all from Sailing Singles of South Florida all donated balls, toys, toiletries and books for the kids!

tain's name and told us to call US Customs on a cell phone when we were within cell phone range. We did. The lady answering the phone told us the guy is not here right now. "Call back in 15 minutes." The Captain called again and didn't get an answer. The next time the Captain called he was told to call back once we were docked. Captain Jim had a slip reservation at the Galleon, but it wasn't available until 11:00 so we got fuel then circled around the harbor killing time and enjoying the vessels anchored out.

Once at the dock we were told we had to report in person to US Customs at the airport within 24 hours. So we showered then all four of us hopped into a cab (\$9.50 each) to the airport about 29 miles away.

As I approached the door to US Customs a person on the other side of the door pushed the door open for me. I grabbed the handle and started to pull when a voice yelled out, "No, you can't go in there! That is a secured area. It is a US Customs secured area that you can not enter without permission." Cringing, I quickly pushed the door closed and swung around to see this agent quickly walking up a ramp to the side

of me. I instantly thought this is not going to go well. This guy is on a power trip. The agent started to question us. We let him know we were on a vessel returning from Cuba and were wanting to check in. He opened the door and let us go inside.

Once inside he handed us all the standard forms you get on airplanes and collected our passports. He told us to fill out the forms while he would go run our passports. I immediately asked if I could have my passport back to get the number off of it. He was surprised I didn't know that number by heart. All the others needed their passports back too! He told us he just wanted to be efficient and get the process rolling.

Within 10 minutes he returned to the room and passed out our passports and collected our forms, briefly glancing at what we had declared on the back of the forms. Then he asked about fruit on the boat. We told him we were returning with a few lemons, limes and apples all purchased in the US that had never left the boat. Apparently we should have brought them to Customs with us. They would burn them in case anything had gotten on them. They wanted to ensure anything, insect or bacteria, was killed. I suggested we could cover them with ice and alcohol to kill anything. He agreed that would be fine this time. He had totally lightened up and was cordial. Stan asked if he had ever been to Cuba which he responded, "Why would anybody want to visit a communist country?"

Heart-Warming Mission to Cuba — *Continued*

Really? If he only realized what we had all gone through just to get to Cuba! What an incredible adventure!

Nothing is better than seeing a child's eyes light up with delight! In third world and communist countries it is a simple task of providing crayons, chalk, pencils, art supplies and toys! No need for iPads, X-Boxes, nor Nintendos! It's back to the basics. Simple pleasures! It is so very simple to provide so much joy.

So, whenever I have travel to third world countries I always try to organize bringing donations. In Alaska I could always get medical supplies. I tried to coordinate that with Holy Cross and Broward Health, but got nowhere. It was Sailing Singles of South Florida (SSSF) Members and JM Lexus who stepped up to the plate and brought donations for us to bring over to the children in Cuba on the Miami to Havana Race. Captain Jim McBrayer agreed to cart over 200 pounds of toys, books and art supplies on S/V Escape for the kids in Cuba. My true mission! The race wasn't as important to us as getting there and getting the toys to the kids was my focus.

At first Captain Jim and I handed out toys to kids on the streets and in the stores whenever we went anywhere, first asking for permission from their parents, but we needed to do a mass donation that would be of benefit to those in dire need. I talked with the guard who watched the boats, asking him if he knew of anyone who could help me bring the donations to a school. I don't speak Spanish so he was my translator. I flagged down a car and told our guard to ask if this guy had time to help me get the toys to a school and get me back to the boat. He agreed he could. So we piled all the bags into his vehicle and off we went to find a school.



When we arrived at this preschool, a derelict building with a wall and fence all around it and chains on the gate (pictured on p. 9), he called through the gate and explained I had brought donations from America. They went back into the school and came back out, discussing the situation and finally opened the gate. As we brought everything in it seemed that it wasn't going to be possible to get any photos, especially not of any of the children, then as we brought in the bags everyone warmed up to the idea and within minutes I was being given a tour of the school. It was amazing to see the things they had made for the kids with cardboard boxes. Furniture, kitchen counters, ovens, couches and love seats, like so many of our toddlers get, but in the USA we have Little Tikes and Fisher Price. There it's all made by hand out of boxes.

After my tour, to my surprise, the kids were all lined up and sang a song. It was so sweet. I got to hand out some of the donations from our SSSF/GSC members and JM Lexus while the driver took a video of this amazing interaction with the children. Truly a heartwarming experience. Thank you to all who helped make this happen!

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FULL DECK IN THE BAHAMAS

By John and Barbara Gehrig

Here is an excerpt from the sailing blog of Full Deck—an account of the Gehrigs' recent Bahamas cruise.

CAPTAIN'S LOG (MAY 19 - JUNE 5, 2016)—Our excitement builds every spring as we get ready for our 2 month Bahamas vacation aboard our sailing catamaran Full Deck. However, this year Full Deck presented us with several challenges a few weeks before our departure, requiring a new single sideband radio, new refrigerator fan, reseating of the leaking starboard saloon windows, alternator rebuild, fiberglass work in the guest stateroom closet, new starboard bilge pump and relay, and a new bow navigation light. We also had the bottom painted and refurbished the feathering props. After completing our lengthy list of repairs, we waited for the right weather window. Finally, we departed at 3:00 AM on Thursday, May 19th and entered the ocean at Port Everglades inlet at 4:00 AM.

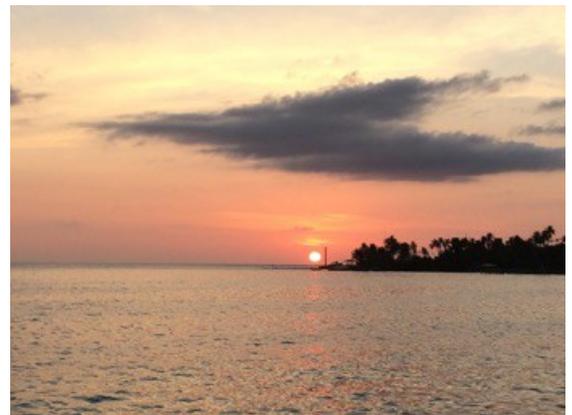


To our surprise the wind was blowing 20 knots from the south making our normal route south to Miami out of the question. We nervously made the command decision to reach off and head straight for North Rock and were shocked 2 hours later when against all predictions the wind clocked to 20 knots out of the west. We were flying toward Bimini and passed North Rock at a record time of 12:30 PM where we decided to press on and were anchored at the NW Channel anchorage by 10:00 PM.

Friday we sailed to Morgan's Bluff on Andros Island to clear customs, buy diesel, and have dinner at Willies Bar. The customs woman agreed to meet us at Willies at 5:00 PM if we pay her an additional \$20 above the normal \$300 fee (for overtime). She finally showed up at 6:30 PM and requested that we bring our boat in from our anchorage so that she could board her. In our previous 5 times clearing customs in the Bahamas we had never been boarded, but she insisted and we complied. Our friend Scott on Simpatico had cleared customs in Bimini 4 days earlier and was not boarded. After snooping around both sides of the catamaran, she collected our \$320 and gave us 6 months clearance.

Saturday we pulled anchor early for the lumpy ride across the very deep Tongue of the Ocean to join Scott on Simpatico in West Bay on New Providence Island. [This is the 5th year that Full Deck (John and Barbara) and Simpatico (Scott and Heather) are sailing together, and we really enjoy their company.] Full Deck had to run this 28 nm trip on just the starboard engine because the alternator belt on the port engine began squealing. After anchoring next to Simpatico, Scott came over to help John tighten the alternator and water pump belts. After 2 painful hours the job was done, and we grilled hamburgers for dinner.

Sunday we fixed the frayed dinghy davit line and then rode the dinghy to Jaws Beach for a walk through Clifton Heritage Park. Jaws Beach was full of happy swimmers enjoying the beautiful weather, and Clifton Park has been fixed up with signs identifying the plantation houses from the 1700-1800s. Also, there is a new



FULL DECK IN THE BAHAMAS

Continued

beach bar (named Rehab Bar) in the middle of the park run by a friendly woman who enjoys smoking hand rolled joints while serving satisfied customers.

FULL DECK IN THE BAHAMAS

We returned to the anchorage and enjoyed a long swim with Scott, his guests Carlos and Marina, and at least 30 large beautiful starfish. Scott treated us all to a grilled steak dinner on Simpatico as we watched a beautiful sunset.

On Monday we left Scott in West Bay (waiting for Heather to arrive in Nassau on Tuesday) and headed off to Normans Cay in the Exumas on a wonderful beam reach. It is unusual for the wind to be westerly this time of year, but we took advantage and used the opportunity to fly our Code 0. We anchored close to the beach, and by mid afternoon the storms began rolling by to the north, and continued throughout the night. We never had a drop of rain, but the light show was fantastic, the huge winds kept us on anchor watch all night, and the westerly direction made the ride most uncomfortable, even on a catamaran.

On Tuesday morning we dinghied past Gilligan's Island around the south side to the sandy beach at Boot Cay on the east side of Normans Cay. Barbara was disappointed to only find one small sand dollar that was still alive and definitely not a keeper. We continued around Dolphin Head to Normans Pond where we rode past the caves and were surprised to see that on the north shore the half finished mansion from two years ago was still unfinished.

There are so many unfinished projects in the Bahamas. We returned to the beach near our anchorage and hiked along the airport road to MacDuffs and ordered two Kaliks for \$30. We were just as happy not to order 2 hamburgers for \$60. Mid-afternoon we pulled anchor and motored 6 miles to Shroud Cay and upon arrival went for a refreshing swim. Did we mention how stunning the color of the water is in the Exumas?

On Wednesday morning we dinghied through Sanctuary Creek to Driftwood Beach on the ocean side of Shroud Cay. After setting up our beach chairs on our beach blanket under our beach umbrella on our own private beach, we were invaded by three charter boat groups, and the entertainment was quite fun to watch. After a day at the beach, we returned to Full Deck, enjoyed our first rainstorm, and gladly washed the sea salt off the boat while collecting extra clothes-cleaning water from our roof.

On Thursday morning the generator overheated, and John changed the impeller and belt. Nasty job but somebody had to do it. Scott and Heather arrived on Simpatico around noon, we reconnected, and we all dinghied to Driftwood Beach late afternoon.

On Friday we inflated our paddle boards and paddle boarded around the various coral heads near our anchorage, viewing fish and rays. After lunch John and Scott towed Barbara and Heather standing on the paddle boards through Sanctuary Creek back to Driftwood Beach. Paddle boarding in the current of Driftwood Beach and through Sanctuary Creek was a blast.



Gulfstream Sailing Club - 2016 Sunfish Spring Series "A" Fleet

	Luis Oliveira	Sam Kafoury	Marty Ottenheimer	Sharon Croket	Tom Borenus	Jack Loving	Robert Weinstein	Bill Martin	Alex Sellar	Vito Mannino
Spring 1	1	6*		2	5*	6*	3			4
	1	6*		2	3	6*	6*			4
	2*	6*		1	3	6*	6*			4
	2	6*		4	1	6*	6*			3
	2	6		4	1	6	6*			3
Spring 2	1	2		4	3	6	5			
	3*	4		2	1	6	5			
	3*	5		1	4	6	2			
	2	4		1	5*	6	3			
	1	3		5	4	6	2			
Spring 3	1	5		5*	3	4	2			
	1	5		5*	4*	3	2			
	2	5		5*	1	4	3			
	2	5		5*	3	4	1			
	1	5		5	3	4	2			
Spring 4	2	5	4	2	3	6	1	7		
	1	6	4	3	2	5	3	7		
	1	4	4	2	5*	6	3	9		
	4*	6	5	2	1	5	3	9		
	2	6	4	2	1	3	5	9		
	23	76	21	42	37	80	45	41		18
	1	5	DNQ	3	2	6	4	DNQ		DNQ

- Club Member
- Average of four races, no R.C.
- Did Not Start (DNS) Points - last place plus one
- DNQ** Did Not Qualify - Must race two race days to qualify

Gulfstream Sailing Club - 2016 Sunfish Spring Series "B" Fleet

	Charlie Cappelo	Alex Sellar	Helena Oliveira	Penny Hixon	Marie Graham	Ramon Pla	Jim Cunningham	Marcus Borenus	Eric Casas	Beverly Citron
Spring 1	2	1	3*	5	5	5			5	
	2	1	3	4	5	5			5	
	1	2	3	4	5	5			5	
	5	1	2	3	5	5			5	
	5	2	1	3	5	5			5	
Spring 2	2	1	3*		5	6*	4		7*	
	1	3*	2		6*	5	4		7*	
	2	1	3		4	5	7		7*	
	7	1	2		3	4	7		7*	
	7	1	2		3	4	7		7	
Spring 3	7*	1	2		4	7*		3	7	
	7*	2	1		6*	4		3	5	
	7*	2	3*		5	4		1	7	
	7*	2	3		5	6*		1	4	
	7	7*	2		4	5		1	3	
Spring 4	5	3	2		5*	5*			4	1
	5	1	3*		5*	5			4	2
	5	2	1		5	5			4	3
	5	5*	2		5	5			3	1
	5	5*	2		5	5			3	1
	66	24	33	19	73	76	29	9	76	8
	3	1	2	DNQ	4	6	DNQ	DNQ	5	DNQ

Summer 2016

KIDS LEARN TO SAIL

Sailor's Point - Gulfstream Sailing Club

- Calling all kids ages 8 to 14
- Half Day Camps
Monday - Friday
10:30am to 2:30pm
- All participants must pass a swim test and have a desire to learn to sail
- Water shoes, towel, sunscreen and lunch are required daily



CAMP DATES

~~Camp 1 - June 13-17~~

Camp 2 - June 20-24

Camp 3 - June 27-July 1

No Camp - Jul 4-Jul 8

~~Camp 4 - July 11-15~~

Camp 5 - July 18-22

Camp 6 - July 25-29

No Camp - Aug 1-5

Camp 8 - August 8-12

Camp 9 - August 15-19

Please note that there will be no camps held the weeks of July 4th and August 1st

REGISTRATION

Saturday, May 7th at 9am

MORE INFO EMAIL:
anyonecan@learn2sail.org

LOCATION

921 N. Northlake Drive
Hollywood, FL 33019

CAMP FEES

All camp participants pay both a registration fee and refundable safety deposit. A \$20 discount is given to siblings registered in the same class and/or camper who takes more than one session

REGISTRATION FEE

Club Members \$140
Hollywood Residents \$140
Others \$195

SAFETY DEPOSIT

Per camper \$50

** Proof of residency required

** All camp fees include t-shirt

** *Please write one check for registration and one check for the refundable safety deposit*

UPCOMING EVENTS AND DEADLINES



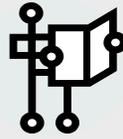
Join Us for Happy Hour!

Every Tuesday afternoon around 6:30, you'll find us gathering for drinks & snacks at a local eatery. Watch your email to find out where we'll show up!

From: Gulfstream Sailing Club

P.O. Box 1124

Fort Lauderdale, FL 33302



Publication Schedule for Tiller Tales

SEPTEMBER ISSUE

Deadline: Sept. 1, 2016

Mailing Date: Mid-September

DECEMBER ISSUE

Deadline: Dec. 1, 2016

Mailing Date: Mid-December



FREE ADS

List your nautical-related items for sale, your "help wanted" notices, your items needed, dock space for rent or any other "classifieds" in Tiller Tales, starting in September. Send to kdolliver@hotmail.com and put Tiller Tales in the subject line.

