

Tiller Tales

Gulfstream Sailing Club

September 2017

FROM THE COMMODORE

Gregg Henry

Wow! A lot has happened since our last Tiller Tales. It seems like something was going on every weekend.

We started in mid-June with the Dinghy Run (see page 6). Then the next weekend was the annual trip to Stiltsville. I'll let Sam write about that (see page 3).



In two and a half weeks, we celebrated the 4th of July at the lake for BBQ and fireworks. What a great spot! At the end of that week, on the 8th, we gathered for a race and raft-up. I had guests on board from Portland, Oregon. (Another story).

Two more weeks, the 22nd, and another race and raft-up. It was Race #1 of the Summer Series—"Good job, Ben!"!

Yep, two weeks later, there was Race #2 and raft-up. Once again, "Good job, Ben!"

Then on the next Saturday we enjoyed this year's Beach Bash. (See page 7 for Rosemary's article.)

Holy cow, a weekend off—but it's raining...

Next weekend was Labor Day weekend, and we planned to head to Oleta River State Park for a raft-up. (Plans changed, hurricanes threatened, and we ended up at Lake Sylvia instead.)



I'll see you all at the general meetings, the Happy Hours, the raft-ups, the races and the events.

2017 Officers

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

2017 Governing Board

- Jim Webb
- Jim O'Hara
- Luis Oliveira
- Paul Hinden

2017 Committee Chairs

- Crew Pool.....Open
- CruisingJoe Kelly
- Fleet Captain 420sBen Bowen
- Fleet Captain Sunfish ..Luis Oliveira
- Legislative..... Open
- Membership.....Phil Decker
- Nominating.....Jim Webb
- Ocean RaceCharles Biancardi
- Program.....Jim O'Hara
- Ship's StoreJohn Edmonds
- SocialRosemary Chelick-Mahon
& Sam Walker
- Tiller Tales Editor.....Kay Harrison
- Website.....Ben Bowen

REMINDER

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

CLUB NEWS & ANNOUNCEMENTS

Get involved!

2018 Gulfstream Regatta: Volunteers Needed Now!

Linda Gossett is in the process of putting together a committee for the 2018 Gulfstream Regatta. She is looking for people who are willing to contact businesses to obtain sponsors, and people who are willing to organize the actual race. Please call Linda at **954-560-6262** to sign on for the fun!



Happy Hour! Every Tuesday (except General Meeting Days) at Historic Dockers, US Route 1 at Old Griffin Road in Dania Beach.



Upcoming FUN

October 28: Halloween party! Watch your email for details...

November 11: Chili Cookoff at Sailor's Point

— **General Meeting** —

October 10—Lauderdale Isles Yacht Club sustained damage in the hurricane, so we are looking for a meeting place. Check your email for details.

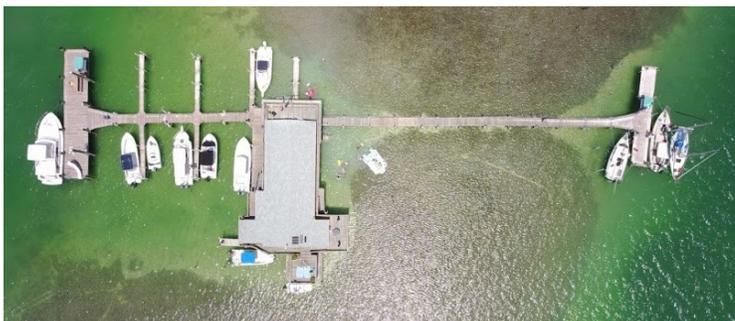
MEMBERSHIP— PHIL DECKER

GSC would like to welcome the following new members to our club. Please say hello to them at our next meeting or social event!

Name	Phone	Boat
Michal Galik	(858) 205-7496	
Mark Muenzen	(973) 919-7494	
Mack Wiggins (honorary membership)	(305) 216-1276	Ponu, Boston Whaler

2017 ANNUAL TRIP TO STILTSVILLE—JUNE 24, 2017

By Sam Walker, GSC Social Committee Co-Chair



For those who aren't familiar with the area on the eastern border of Biscayne Bay there were 20 houses built in the shallows; now many years later only seven remain. Our club has the distinct privilege, in association with Miami Springs Power Boat Club and Mac Wiggins, to spend one weekend a year a mile away from.....Everything!

On June 24th and 25th we made our annual trek down to Biscayne Bay to party at Stiltsville. Seven boats made the trip, 4 Sail and 3 Power boats, all laden with provisions and camping supplies for around 30 people. We landed right in the middle of a MSPBC fishing tournament, so the place was hopping!

It wasn't long before we hit the water at high tide and didn't get out until it was time to cook the burgers. Everyone took their turn floating around the heart shaped inflatable bar exchanging stories, sharing adult beverages, salty chocolates and watching for sharks (there were no sightings—none were really expected). As the afternoon wore on the tournament goers got involved in our "float-in". There were probably around 40-50 people and two inflatable islands, in the water at any one time. Some even snorkeled under the house to marvel at the size of the lobster who live there.



Time certainly flies as the tide falls, before you know it dinner was being prepared. Burgers and dogs were grilled then many of us lined up on the deck to watch a beautiful sunset over Miami.

The morning brought the scent of fresh pancakes, arepas, bacon, sausage and the return of the Bloody Mary bar. A great breakfast was had by all! Before you know it, the time to pack up (including the garbage) and head out. Just one last group picture, some had one last dip; then we were off.



Thank you everyone for coming out, many who went above and beyond, toting, cooking, ferrying people, helping out in general. Thanks has to go out to Mac Wiggins and the MSPBC for allowing us to share their treasure on the sea. Lastly thank you Mother Nature for protecting the last of these historic structures, for if their walls could talk what a story they would tell.

THE BIG DITCH TRANSIT, PART 1

By Gregg Henry, GSC Commodore



...The rain eventually stopped. The boat was washed, the water tanks were full and we were clean! We spent an extra day there in “One Particular Harbor,” then headed southeast towards the “Big Ditch,” the Panama Canal.

The wind was light and we were motor-sailing. Before you get to the Canal Zone you go around a large is-

land, Isla Taboga, and you don’t see the vastness of the zone til you round this island. OMG! Boats everywhere: Big ones, little ones, freighters, containers, tankers and military.—from all around the world.

We dropped sails and motored through the anchorage to the mooring fields by the Balboa Yacht Club. The next couple of days were spent buying permits, insurance, and arranging to be measured. That’s how they figure what the transit fee will be.

We spent the next few days waiting for our transit date. We also had to rent lines; you need four 150-foot lines. I needed to have 3 more line handlers; you need four line handlers other than the helmsman and advisor. And fenders, at least four. We were on a tight budget so we bought four old truck tires and covered them with garbage bags so the tires wouldn’t leave black marks on the boat’s hull.



Finally the big day came. We dropped out mooring and motored toward two massive wooden doors (gates) on the way, our advisor was motored up and climbed aboard. Introductions were made then he told me the “rules.” He was there simply to advise. The final decision therefore, responsibility was mine. Oooh, scary!

Let me take a moment to tell you that the advisors were young folks, men and women, most of which were graduates of the Merchant Marine College here in the U.S. They are apprentices learning and waiting to become pilots, the big bucks.



Back to the story. Through the gates we went and next to the wall. Down came the monkey’s fists which we tied to each of our 150’ lines, and up they went. While they tied the lines and closed the gates, I had time to look around. OMG! When locking up, they put little boats behind the big, huge ships. The canal locks then were 110’ wide so they built ships 106’ wide. So there I was, shaking like a leaf, looking forward at a ship with only two feet between it and the wall. I was so focused on the forward I never looked aft at the gate that was only a few feet off my stern.

THE BIG DITCH TRANSIT

Continued from Page 4

Suddenly all hell broke loose—like the soldiers chasing Moses when the Red Sea crashed in on them. There were several small whirlpools where the water was rushing in. I was busy steering and barking to the line handlers; trying to stay off the wall, as we rose quickly 42 feet to the top. It appeared that the wall was moving, not us.

Finally, the wall stopped moving and the water went flat. Everyone relaxed and I was able to look around. OMG! The water was up to about a foot from the top of the gate and I looked down over the gate 42 feet to the water below. Wow!

I started my engine, an Atomic Four, and motored into the next lock. This time we rafted up with a tour boat that was longer than the *Vagrant Lady* so we tied to her and relaxed...a little.

The water came in and up we went again. After rising to the canal's height, the gates opened, the cargo ship pulled out, then our turn followed by the tour boat.

Into the canal we went for the trip across Panama to the Caribbean Sea. ***See you for the transit through the canal and lock down, next time.***



IRMAGEDDON: HOW GSC SURVIVED A NEAR-DISASTER

By Kay Harrison, Tiller Tales Editor

While we mourn with our cruising family in the Florida Keys who lost boats and homes to the wild winds of Irma, we are thankful for the luck (or skill) that protected our own boats from the storm.



How to Prepare Your Boat for a “Helluva Blow”

30 lb plow 50' of chain, 12 lb fortress 30' of chain and of course rodes starboard and port. 4 additional bow and stern lines, two heavy duty spring lines. No problems at all except scuppers clogged with debris. Hold 'em off the docks, that's what sinks boats! — Bob Brown, Facebook

My boat survived! I left it strapped to the trailer and tied to a giant palm tree. One thing I didn't think of was to tie the trailer to the cinder blocks so it did slide off. But no damage to the boat and no water inside (which was a pleasant surprise) — Ben Bowen, Vice Commodore

I took off the sails and used six lines: Two on the bollards, two on dock cleats, and two in concrete blocks set in the lawn. I also set out two anchors. No damage. —Eric Kobrin, *Clementine*

I took off all the sails and the dodger, then rowed an anchor out and dropped it in the harbor. I tied the end of the anchor rode to a cleat on the mast and used it as one of my dock lines. I tripled the rest of the lines and spider-webbed the boat between piers. I took the dinghy out and tied it to a tree on shore, but the apartment manager didn't like that and I had to put it back in the water! No damage to *Catmandu*, but the dinghy rub rail came off. —Phil Decker, Rear Commodore



I got permission from my neighbor across the canal to use his dock cleats, so I could spider web Mi Sirena in the middle of the canal. That worked! —Gregg Henry, Commodore

ONE IF BY LAND, TWO IF BY SEA

By Mike Sawzak, Past Commodore

I eat Greek food once a year. I drink Ouzo once a year. I visit My Big Fat Greek Restaurant once a year. It must be GSC's annual Dinghy Run! The flotilla inflated the dinghies and departed from the public boat ramp adjacent to GSC's monthly meeting location at the Lauderdale Isles Yacht Club. Other club members were meeting us at the waterfront restaurant via land vessels so we had no time to waste. As we proceeded along the canal one



of the dinghy captains with a Russian accent (no names, so guess) asked if he needed a boat registration. Yes absolutely if it floats and has a motor you need it—though don't worry I told him, we won't see the marine patrol.

As soon as we made the right turn off the canal towards the Marina Road Boatyard we see a police boat. All the dinghies ducked into the boatyard's boatlift ramp to lay low, hiding the numberless dinghy. We see a guy desperately calling for his dog somewhere in the canal and a half drowned very soggy creature doggie paddling in circles with no land access because of the docks. The dinghy with no registration numbers came to the dog's rescue and helped him onto the marine patrol's boat. The officer didn't say a word about the missing registration, only thanking him on behalf of that very lucky dog.

Every year I can't find that Ouzo tree. It's turned into a tradition where we tie onto the branches and toast our fellow club members with the Greek national drink! Every year I am afraid it was cut down and there are plenty of opinions on which tree is the real Ouzo tree. We always find it as we did this year, big and strong as the year before!!!



We tie up to the Greek restaurant dock that seems to be an improvement from years past, we didn't have to climb as high and use a grappling hook. The land crowd greets the dinghy crowd and we eat and drink and talk and do what GSC members do best, have a good time!!!

On our return something is wrong with my dinghy. No not the motor, it's running perfectly. We are slowly losing air. I've read that a dinghy with no air will never sink, just float flat but I'm not testing this

theory. Commodore Gregg to the rescue as Roxy and I board his boat and he tows my limp dinghy back to the ramp at half speed. Thanks Gregg, that's what friends and Commodores are for!!! He also towed my sailboat back from the Oleta Memorial Weekend raft up, but that's another story.....



2017 BEACH BASH

By Rosemary Chelick-Mahon, GSC Secretary

On August 19, the Gulfstream Sailing Club met at the Dr. Von D. Mizell-Eula Johnson State Park (formerly John U. Lloyd) for our annual Beach Bash. One again, we had a barbequed pork and tons of other food. Early in the morning Gregg Henry and Sam Walker arrived at the park and started the bbq. Jim Mahon joined them and they started cooking the pig. Several hours later, I arrived to begin decorating. With the help of other members we were ready when the majority of our members arrived.



The food was delicious and was prepared by several individuals. We had roast pork, potato salad, coleslaw, rice and peas, cod fish and macaroni and cheese. Desert was Key Lime Pie. Lots of calories were consumed that afternoon.



I would like to thank the following people for helping make this a very memorable event:

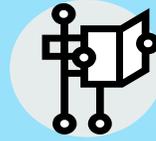
Gregg and Sam – the barbequed pork
Sheryl Kelly – rice and peas and the music
Sam's Friend (A. Milhone) – codfish and macaroni and cheese
John Edmonds - Pictures
Everyone who helped decorate and also those who helped with the cleanup.

This is a very popular club event and each year we strive to make a social event to remember. If you attended, we hope you had fun. If you didn't please try to attend next year, you will be happy you did.



UPCOMING ISSUES — DEADLINES

Our Stiltsville House — Before and After IRMA



Publication Schedule for 2017 Tiller Tales

December ISSUE

Article Deadline: Dec. 10, 2017

Mailing Date: Late December, or late January
after the Change of Command.

Did you ever have an adventure on your boat?
Or on someone else's boat?

Write a tale for Tiller Tales, with all the details
(the more embarrassing, the better!)

Send your tales to kdolliver@hotmail.com

Put "Tiller Tales" in the Subject line!

From: Gulfstream Sailing Club

P.O. Box 1124

Fort Lauderdale, FL 33302

