

Tiller Tales

Gulfstream Sailing Club

April 2018

FROM THE HELM

Ben Bowen, Commodore



So we are a quarter of the way through 2018 and I'd just like to reflect a little on how we are doing so far. I'm happy to report that although we have had a few challenges, our news so far is overwhelmingly positive.

Ocean Racing

With the help of Paul Jehlen and several members of our racing committee, including Paul Hinden, Eric Lynch, and Ron Francis, we have stepped up our ocean racing program this year. Paul has taken a very active role in reaching out to captains and crew pool to encourage them to come out, and we are seeing great results so far.

We had our Regatta on April 14, which was a great success with about 15 boats participating. It is not the most boats that we've ever had for this regatta, but given the current climate and participation in recent years I think we should be happy with our results. Linda Gossett has again done a great job in organizing and planning the regatta, along with her regatta committee of Luis Oliveira, Janis and Franz Walkow, Jay Wood, Chris Woolsey, Astrid Hunton, Dave Wallace (apologies if I missed anyone).

Cruising

We have not had any significant cruising events so far, but we have some exciting ones lined up for this year. The next event, and one that I am very much looking forward to, is our Memorial Day cruise to Oleta Park. Farther out we have our Labor Day Cruise and, we are hoping, another trip to Stiltsville in the Fall.

Lake

I recently worked with Luis to renew our agreement to extend our lease on Sailors Point for an additional 2 years. I signed the agreement and Luis attended the City meeting and we were able to get this approved by the City of Hollywood without any ado. As always, Luis does a phenomenal job keeping everything at the lake running smoothly, and this is a great asset for our club. Sailor's Point provides a connection with the community in North Lake and provides great visibility for our club. We continue to monitor the situation with the anchoring restrictions that have been proposed. For the time being, they are off the table but I'm sure they will be back.

Continued on Page 2

2018 Officers

- Commodore.....Ben Bowen
- Vice Commodore.....Phil Decker
- Rear Commodore... ..Luis Oliveira
- Treasurer.....Paul Hinden
- Secretary.....Sam Walker

2018 Governing Board

- Rosemary Chelick-Mahon
- Linda Gossett
- Gregg Henry, Past Commodore
- Jim O'Hara

2018 Committee Chairs

- Crew Pool.....Eric Kobrin
- Cruising.....Gregg Henry
- Small BoatLuis Oliveira
- Legislative.....Sam Walker
- Membership.....Phil Decker
- Nominating.....Kay Harrison
- Ocean RacePaul Jehlen
- Program.....Jim O'Hara
- Publicity.....Open
- Ship's StoreJohn Edmonds
- SocialRosemary Chelick-Mahon
- Tiller Tales Editor.....Kay Harrison
- Trophies.....Mike Sawzak
- Website.....Ben Bowen

REMINDER

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

FROM THE HELM

Continued from page 1

Social

Once again the Gastesi family generously welcomed our club to their home for our St. Patricks Day Party. Franz and Janis supplied the corned beef and cabbage which, by many accounts, was the best in recent memory, and Rosemary and the social committee made sure it went off without a hitch. Our next social event will be the 4th of July party at Sailor's Point, which is always a great time. Some of our members will be cruising the Abacos, including Jim and Rosemary of Alberta Rose, but those of us that stay behind will make sure we put together a great event, along with the fireworks show provided by the City of Hollywood.

Membership

Our membership numbers continue to stay pretty consistent, with almost 100 families having renewed. Phil Decker is doing a great job managing membership along with his duties as Vice Commodore. I would like to take this opportunity to request a little help for the membership committee to ease the burden on Phil. The main duties would be maintaining our member planet database and sending out emails and event broadcasts. We would be happy to provide training, and this would be a great way to become more involved with the club.

Financials

Our financial situation has improved greatly. I believe it was the March board meeting of 2017 where we had a sobering update from Linda that we had just barely enough in our general accounts to cover our annual expenses. Now, a year later, I'm happy to report that we have doubled our reserves in both the lake and the general accounts. A big chunk of this came from our participation in the nautical Flea Market which was spearheaded by Sam Walker. Sam set up our booth and was there in the hot sun for all 5 days, even taking time off from work. We also had some very generous contributions from long time members Bill and Jaqui Bradley, and new member Paul Salmon. By the time we were done, we netted over \$1200 from this event alone. So now that we have some healthy reserves, we can breathe a little easier but we will continue to remain vigilant to ensure that they remain at healthy levels.

Meetings

I have saved the biggest change for last. As many of you will know, we were surprised at the beginning of our March meeting with the news that we would no longer be able to hold our general meetings at LIYTC, so a few of us spent the last few weeks checking out alternate locations for our meetings. After some promising leads, I believe we have decided on a great location: the VFW Hall on SR 84, near West Marine and Lester's. Since initially meeting with the management I have visited a few times and the food has been very good and reasonably priced, and the drinks are also very reasonable. There is an additional benefit that all of their profits support programs for Veterans, so we are helping to contribute to a great cause. Just to reinforce our new schedule, we will normally be meeting on the 3rd Tuesday of each month for our general meeting, as the 2nd Tuesday was not available. In April, however, our meeting will be the 4th Tuesday (4/24).

So, in conclusion, I think we are off to a promising start and we have many exciting events on the horizon. None of this would be possible without the generosity of our members to step up and volunteer to help make our club work. I hope this article will inspire more people to step up and lend a hand with something that interests them. This could be racing, cruising, social events, technology, helping with Tiller Tales, patching boats at Sailor's Point, or just about anything. To steal a phrase from Luis, any little contribution helps; we can give you a tiny job or put you in charge of the whole club.

Ben Bowen, Commodore

CHANGE OF COMMAND CEREMONY—JAN. 20, 2018

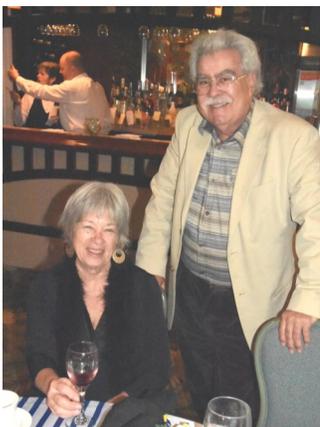
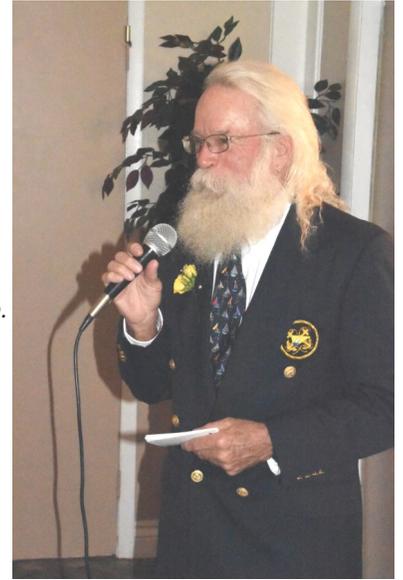
Photos by Franz Walkow



2018 Flag Officers: Commodore Ben Bowen; Vice Commodore Phil Decker; Rear Commodore Luis Oliveira



Secretary Sam Walker; Treasurer Paul Hinden.
Right: Past Commodore Gregg Henry



2018 GULFSTREAM REGATTA

By Linda Gossett, Regatta Chairperson

Photos by Paul Hinden

Wow what an awesome regatta we had this year! The weather was glorious, the winds good enough to get two races in and the party location turned out to be one of the best ones we have ever had! The food and drinks were a big hit.

I want to personally thank my Regatta committee here. Janis Walkow almost singlehandedly saved my regatta by getting us truly great gifts that we had a drawing and silent auction for. We even had a complete bottom job, including, haul out, pressure wash, 2 coats of paint and re-splash.

Franz Walkow was my photographer and as per usual, he took some wonderful photos. Jim Webb was my photography boat and Betty Lou Webb took over the collecting of money at the party to free me up to keep things rolling. Chris Woolsey ran the races like the PRO that he is. Derek, Roman Gastesi and Louis Oliveira ran the mark boat. Dave Wallace and Louis Oliveira made sure I had good marks for everyone to sail around.

Ben, our great commodore, kept everyone informed via the website and emails about what was happening. Ben and Rosemary also secured us some sponsors.



GULFSTREAM SAILING CLUB REGATTA

Continued

The race results are as follows:

ARC Non Spinnaker

1. Contrails
2. Imagine
3. Meantime
4. Puff
5. Blue Runner
6. Clementine
7. Bleu Bayou
8. Takeabreak IV



Gunkhole

1. Duet
2. Fandango
3. Margarita
4. Mi Serena
5. Alberta Rose
6. Shoal Mate



Hillsboro sailing club came to shine, but next year we will have some serious races under our belts and we will definitely give them a run for their money!

I have agreed to run next year's regatta on the condition that our club really gets behind it. That means we need to get going after sponsors now and we need to show our support by all owning a regatta T-shirt. I brought the cost down to \$10. If you didn't race, you need to show your club support by wearing the t shirts and especially when you are contacting sponsors!

Thank you all for your support!

Linda Gossett, Regatta Chairperson



THE ONGOING SAGA OF THE TAKABRAKE IV

By Ben Bowen, Commodore



In our last issue, we left Ben and crew still tied up to the BSO boat with the blue lights flashing, and a boat of onlookers came cruising by and I heard the familiar voice of Paul Hinden calling out in disbelief, “Ben????”

So the deputy towed me to the other side, we dropped anchor, Paul and crew pulled up alongside and I was finally able to explain to my dad who had been feverishly been working the anchor that the motor was now down and in fact currently running.

Things seemed to have be finally calming down and I thought we were out of the woods. So the final part of our itinerary for the day was to leave my boat anchored in North Lake, so we would have easier access to the ocean for future sails. Remembering the upcoming 2 bridges, I had the idea that we should take advantage of our current stable situation to drop the mast, so we could pass under the bridges. It seemed to be a good time, since we were safely anchored on the side of the ICW.

So the next set of events was actually filmed by Paul Hinden, who had no way of knowing what he was about to witness. I started going through the process of lowering the mast. Raising the mast is a pain but lowering it is much easier and takes just a few minutes. So I connected the jib halyard to to one side of the jin pole, the main sheet to the other. I shackled the main sheet to the anchor locker and released the forestay. At this point, the mast should drop in a slow, controlled manner and then we can disconnect it from the base and lay it from the bow pulpit to the mast support at the stern. So I started lowering it and all seemed well, it won't be long now, I thought. Suddenly, a loud crash and I looked back to see my dad rolling across the bow to escape the falling mast. Instantly, I slapped my forehead as I remembered the support bridles that lay curled up below deck. They are 2 small stays that attach to stanchions and the mast near the base and prevent any lateral motion as the mast is being raised or lowered. Unless, of course, they are not attached.

So now we had my mast hanging off the side of my boat and over the bow. We did our best to pull it in and secure it for the trip to North Lake. Only later did I find out that Paul Hinden had filmed the whole misadventure.

Third Attempt Part 2: What??? There's more?

The rest of the trip to North Lake was uneventful, in spite of having a 30 foot aluminum mast hanging off my boat. We did have some curious stares but we managed to make it back to North Lake and anchored again, just off of the public ramp.

Since that was on Sunday, I didn't have much time to do anything with the boat. At the time, I was spending most of my time at Mari's apartment in Hallandale Beach, located conveniently very close to North Lake. So every morning either she or I would pass by the lake to verify that my boat was

THE ONGOING SAGA OF THE TAKABRAKE IV

Continued from Page 6

still sitting there and hadn't suffered some other calamity. On Wednesday, I had made plans to meet some members who had very graciously volunteered to help me recover the boat and leave it at the Mahons' dock. So on Wednesday morning, the boat was sitting peacefully at anchor, right where I had left her.

Around 6PM I met Gregg and Joe Kelly, along with Rosemary and Jim, and we piled into the dinghy to go and retrieve the boat. As we turned into North Lake, I was feeling optimistic as usual, but I quickly noticed something odd. I didn't see my boat where I expected it to be. But it had to be there, right? It was just there this morning. As we approached the public ramp I was frantically searching for the boat. I saw all the familiar boats that had been anchored around me, but I was gone. Then I glanced across the lake and against the seawall it appeared there was a white boat that didn't seem to belong there. As we slowly crossed the lake I was enumerating the horrible fates that could have befallen her. Was she dashed up against the rocks? Had a roving band of bandits cut her loose and stolen the new motor, which was the only thing aboard worth stealing? How did she get there, and why? Was there now a gaping hole in the hull and I would have to somehow figure out how to refloat her, which seemed like a very expensive proposition.



As we came closer, I began to notice something interesting. The boat was tied up neatly, in a very seaman-like manner which would have left Jack Aubrey proud. I boarded and went below and someone had clearly been in there, but all they did was round up all my lines to tie it up. I breathed a sigh of relief and heartfelt thanks to my unknown benefactor.

From there, the four of us pulled the mast up, I piloted to Jim's dock, and somehow managed not to cause any further mischief. Of course I was very happy to have been part of our club and had such great people willing to lend a hand when I needed it. So thanks again to Gregg, Joe Kelly, and Jim and Rosemary for their generosity.



The final chapter of the story, getting the mast refitted and my standing rigging replaced, was a very long and drawn out affair, and quite expensive, but far too dull to describe here. I'll just say that Nance and Underwood does some great work. And now I am actually sailing my boat fairly regularly. So this story does have a happy ending, so far. But stay tuned, you just never know.....

MEMBERSHIP NEWS

By Phil Decker, Vice Commodore and Membership Chair

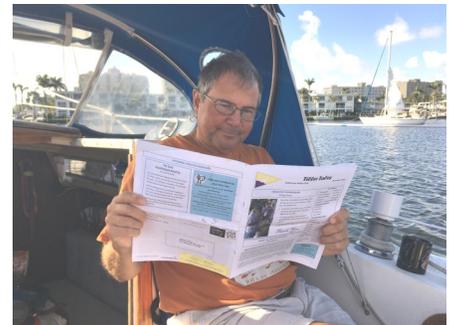


I have just a few important items to pass along as Vice Commodore and Membership Chairman.

◆ **Membership level is steady.** As you can see from the chart, we are tracking closely to where we were last year. The past two years are about 10% down from previous years. We would definitely like to recruit more members, especially people with boats. Thank you very much to members who have brought new people to the club. That is a great way to grow the club.

MONTH	2015	2016	2017	2018
JAN		55		100
FEB	80	77	74	58
MAR		83	70	72
APR	87	85	78	77
MAY	91	90	82	
JUNE	95	90	82	
JULY	96	94		
AUG	99	97	85	
SEPT	100	98		
OCT	102	101	92	
NOV	103	101	93	
DEC	106	101	98	

- ◆ **Marketing Maven wanted!** We are also looking for a volunteer to be the Publicity Chair to help put our name out in front of like-minded people with boats. This position has been vacant since the late 1820s, but modern technology (Interwebs) should make this job a snap. All we can offer in return is unlimited fame and glory for your efforts. See the want ad in this issue.
- ◆ **Greeters wanted!** I am looking for people to help greet guests and new members at monthly member meetings. It is a fun and interesting part of Membership Committee job. Please volunteer for one or more meetings. Please also see the want ad in this issue. * Member Planet. All members can upload and view photos online at www.memberplanet.com or the free smartphone app that is available for Android and iPhones. The app will also let you see details of upcoming events. See the screen shot I recently made. It's free for members, and it's cool.
- ◆ **BoatUS Discounts.** We are a Cooperating Organization with BoatUS, and our members now receive discounts on BoatUS annual membership AND their invaluable towing package. When signing up or renewing your BoatUS membership, use the discount code GA80975S. Please note the last digit is the capital letter "S" and not number "5".
- ◆ **Setting Up a VHF Radio with Digital Selective Calling.** BoatUS also supplies free newsletter content to clubs and we have included their article on setting up DSC on your VHF in this issue. It could save your life if you are ever in a mayday situation. I recommend that all members who have a fixed-mount VHF radio made in the last 15 years or so set up DSC on their radio. DSC also lets you selectively call your fellow boaters who have DSC if you know their Maritime Mobile Service Identity (MMSI). We have had ours set up for years. You can call Catmandu anytime we're onboard. Our MMSI is 338003211. See you on the water!



SETTING UP A VHF RADIO WITH DIGITAL SELECTIVE CALLING

By Mark Corke, BoatUS

DSC is one of the best deals in town. Setting up your VHF radio with digital selective calling is simple, and it could save your life.

If you've bought a VHF radio in the last few years, chances are it has a red distress button on the front. Lift the flap, press and hold the button for five seconds, and details of your vessel, your position, and the fact that you require urgent and immediate assistance are broadcast to the U.S. Coast Guard and anyone else with a DSC-equipped radio within range. The beauty of the system is that it should summon assistance even if you're unable to speak.

TIP: Never press the transmit key on the mic without a connected antenna or you could damage the radio.

When you consider that a DSC-equipped VHF can be had for about \$150 and is arguably the single most important piece of safety equipment that you can have aboard, it sounds like a bargain. However, according to recently published Coast Guard figures, almost 90 percent of DSC-capable radios aren't programmed, making that little red distress button completely useless. Here's what you need to do.

Techno Two-Step

Two things need to happen for a DSC-VHF radio to work properly. First, it has to be connected to a GPS; second, the radio needs to be programmed with an MMSI number. MMSI stands for Maritime Mobile Service Identity and refers to the unique number assigned to a particular boat. Connecting your VHF to your chartplotter provides your coordinates to the radio so they can be transmitted in an emergency.

With no GPS hooked up, the position of the boat must be triangulated from the transmission by multiple shore stations, reducing accuracy. Connecting the VHF to a GPS — such as a chartplotter — isn't difficult, but you must follow the instructions that came with your VHF and GPS to ensure compatibility. This is where many boaters become frustrated. In reality, it's often a matter of just connecting a couple of small wires. However, if you're shopping for a new VHF, manufacturers now offer VHF sets with GPS built in, eliminating the need to connect a GPS.

Once the connections have been made, the next step is to program the MMSI number into the VHF. An MMSI is a nine-digit number unique to the vessel, not to the radio. If there's more than one ra-



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Continued on page 10

SETTING UP A VHF RADIO WITH DIGITAL SELECTIVE CALLING

Continued from Page 9



dio aboard, they must all be programmed with the same MMSI number. Obtaining an MMSI number is easy and can be done online. BoatUS members can get a number for domestic use free of charge by answering a few simple questions. If your plans include travels to foreign ports (including Mexico, the Bahamas, and, yes, Canada), you'll need to get a Ship Station license and MMSI from the FCC.

Entering the number into the VHF is fairly straightforward, although the specifics of how this is accomplished vary by make. Follow the instructions that came with the VHF to the letter. In many cases, if a number is entered incorrectly, it can't be changed without returning the VHF to

the manufacturer. Check and double check that the number you entered on the VHF display is identical to your assigned MMSI before pressing the confirm button.

That's it — job done! Your VHF has just become a powerful tool to summon help in an emergency.

This article has been reprinted from BoatUS Magazine, the flagship publication of BoatUS, the nation's largest association of boaters, for boaters. For 50-plus years, BoatUS has provided the highest-quality boating, insurance, and towing services; member savings on gear, marinas, fuel, and travel; and has been a leading advocate fighting to protect boaters from unfair taxes and regulations. For more info on membership: BoatUS.com

NEW MEMBERS— PHIL DECKER

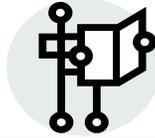
GSC would like to welcome the following new members to our club. Please say hello to them at our next meeting or social event!

Name	Phone	Boat
Michael & Alex Grimal	954-516-4288	Marie (Beneteau)
Vanita Fowden	307-421-5322	Island Lady (Tartan 44)
Stanislav Zemskov & Anna Belenkaya	786-617-8722	
Nathan White & Jessica Lanzetta	954-837-3270	
Christopher Weingarth & Amanda Pitkin	315-882-2054	Naked Moon (Pearson 424 cutter)

GULFSTREAM SAILING CLUB CALENDAR

Upcoming Events

Date	Activity	Committee
April		
28	Ocean Winter/Spring Race & Raftup III	Ocean Racing
28	Sunfish Race Spring II	Lake
May		
12	Ocean Winter/Spring Race & Raftup IV	Ocean Racing
15	General Meeting	
19	Hospice Regatta	
19	Sunfish Race Spring III	Lake
26-28	Memorial Day Cruise and Raftup	Cruising
June		
2	Ocean Winter/Spring Race & Raftup V	Ocean Racing
9	Sunfish Race Spring IV	Lake
16	Dinghy Run	Cruising
19	General Meeting	
30	Sunfish Race Summer I	Lake
July		
2	Board Meeting	
4	Fourth of July BBQ & Fireworks	Social
14	Ocean Summer/Fall Race & Raftup I	Ocean Racing
17	General Meeting	
21	Sunfish Race Summer II	Lake
August		
4	Ocean Summer/Fall Race & Raftup II	Ocean Racing
6	Board Meeting	
11	Sunfish Race Summer III	Lake
18	Beach Party	Social
21	General Meeting	
25	Sunfish Race Summer IV	Lake
25	Pitcairn Full Moon Race	Ocean Racing
September		
1-3	Labor Day Cruise	Cruising
10	Board Meeting	
15	Boatathon	Cruising



HELP WANTED

GREETERS WANTED

Fun, local sailing club in search of outgoing people to greet guests and potential new members at member meetings. Duties include welcoming people at the door, adding names to the guest list, making out name tags, and introducing them to people in the club. This position is perfect for newer members who want to get to know more people, and for experienced members who want to give back to the club without making a big commitment. Volunteer for one meeting or more. Unlimited potential for promotion.

Contact Phil Decker, Membership Chair, today at

membership@gulfstreamsailingclub.org

MARKETING MAVEN WANTED

Fun, local sailing club seeks go-getter to get the Gulfstream Sailing Club name out to the world with Pow! Zip! And Bang! The successful candidate will promote the club to all appropriate news media and serve as the point of contact for press enquiries to the club. Benefits include fame, glory, and eternal gratitude from your fellow club members. The title of the position is News Chairman of the Publicity Committee according to the Bylaws. Unlimited potential for promotion.

Contact Phil Decker, Vice Commodore, today at

vicecommodore@gulfstreamsailingclub.org

From: Gulfstream Sailing Club

P.O. Box 1124

Fort Lauderdale, FL 33302

