



# Tiller Tales

Gulfstream Sailing Club

September 2019

## FROM THE HELM

*Phil Decker, Commodore*

Hurricane Dorian forced us to cancel our annual Labor Day Weekend cruise to the Miami Marina Stadium this year, and the winds and driving rain prevented us from activating any backup plans. Our close neighbors in the Bahamas took the full force of the storm's fury, and it could have easily been us instead of them. Freeport, on Grand Bahama Island, is closer to Fort Lauderdale than Fort Lauderdale is to Marathon, FL. I thank Ben Bowen and Mary Coonan for helping Kay Harrison and me strip two sailboats in preparation for the storm in rainy, tropical heat. Kay and I are slowly putting them back together as time permits. I'm sure that many of you have been doing the same.



Danny Moroney, CEO of Hope Fleet International, spoke at our August general meeting, and his organization is working to bring critical supplies to the Bahamas using sailboats from Fort Lauderdale. If you can sail there with a capable boat, or if you can donate money, please contact them at 321-317-2460, visit [www.hopefleet.org/give](http://www.hopefleet.org/give), or text "Bahamas" to 44321. Visit [www.hopefleet.org/bahamas](http://www.hopefleet.org/bahamas) for more information and live updates, and see their notice in this newsletter. Kay and I have donated to this cause and we encourage you to give what you can.

Looking ahead, nominations for the 2020 Board of Directors will be open at the general member meeting on October 15. Members can nominate themselves or others during the meeting, and the nominating committee will be recommending a slate. Nominees should be prepared to talk for a minute or two about their interest and qualifications. The election will be at the general meeting on November 19.

Our annual Halloween Party will be held on Saturday, October 19. Details to follow!

—Phil Decker, Commodore

## 2019 Officers

- Commodore.....Phil Decker
- Vice Commodore.....Paul Jehlen
- Rear Commodore.....Eric Kobrin
- Treasurer.....Paul Hinden
- Secretary.....Sam Walker
- Lake Director.....Luis Oliveira

## 2019 Governing Board

- Linda Gossett
- Gregg Henry
- Joffre DiSabatino
- Ben Bowen, Past Commodore

## 2019 Committee Chairs

- Crew Pool.....Eric Kobrin
- Cruising.....Gregg Henry
- Small Boat .....Luis Oliveira
- Legislative.....Sam Walker
- Membership.....Ben Bowen
- Nominating.....Kay Harrison
- Ocean Race .....Paul Jehlen
- Program.....Open
- Publicity.....Open
- Ship's Store .....Rosemary & Jim Mahon
- Social .....Mary Brown
- Tiller Tales Editor.....Kay Harrison
- Trophies.....Mike Sawzak

## REMINDER

Our calendar is published  
on the GSC web site,  
[www.gulfstreamsailingclub.org](http://www.gulfstreamsailingclub.org)

## FEATURE ARTICLE: BUYING CLEMENTINE

By Eric Kobrin, Rear Commodore

### Leg 1: Chatham to Oak Bluffs

#### ***Bought a boat***

I found myself boatless and unsatisfied with local sailing options. I've had the idea of getting a "6-Pack" charter license for a while now. I have no major concerns about the lifetime experience requirement, but I couldn't get the 90-days w/ in last three years bit. I need to be able to sail at least 30 days each year on a boat that qualifies for the license.

Frustrated with the short sailing season and annoyances of renting boats, I started searching for a boat. After visiting several others, we settled on the last one: a 1975 Tartan 30C in excellent condition.

There was only one problem. The boat was moored 140 nautical miles away by sea, on the wrong side of Cape Cod. Well a 3-day delivery is a pretty good start on trying to get to 30 days on the water this year.

I found a date when the tide, currents, and hours of daylight would coordinate favorably. My friend and coworker Jason (student of Naval Architecture, son of a Coast Guardsman) agreed to be my delivery crew. We had to wait a few weeks, but the date finally arrived and it was time to get my boat.

#### ***Driving to Chatham***

We departed Cambridge at about 6:30am. I was driving and Jason was riding shotgun. In the back seat were Brenda and Zoey, who came along to drive the car back after dropping Jason and me at Chatham.

- The back of the station wagon was filled to the roof with supplies including:
- The tiny Bombard Ax Mini dinghy
- Borrowed kayak paddles for the dinghy
- An electric outboard to use if the paddles didn't cut it
- A deep-cycle power supply for the outboard with accessory jacks for charging phones, etc.
- A jump starter in case the poor wiring on the boat had drained the batteries
- Dry bags full of clothes and miscellaneous gear
- Tools, spare parts
- A pressurized water sprayer for desalting gear
- A big book of MapTech charts covering from Block Island to the Canadian border.

The drive to the Cape took about 30 minutes less than we'd expected. We took advantage of the extra time and stopped for a quick breakfast at Dunkin' Donuts. While we were there we picked up a half-dozen bagels and as many extra donuts for the trip.

The next stop before the end of the road-trip was at a supermarket for ice and last minute supplies. We picked up sandwiches, a jug of water for washing, a clamp-on umbrella (aka poor-man's bimini top), and some basic medical supplies for the journey. Feeling simultaneously over-packed and under-equipped, we left the supermarket lot and drove the last few miles to the designated dinghy launching location.



## BUYING CLEMENTINE

*Continued from page 2*

### **At Stage Harbor**

We arrived at Stage Harbor and I set about unpacking the infamous mini-dink. This little 6ft dinghy has garnered much good-natured ribbing from my friends and colleagues. It really is tiny, but it has redeeming qualities: it is made of hypalon, stows in a backpack, and fits on deck with the bow just missing the dodger and the transom up against the mast. The tips of the pontoons extend forward past the mast over my missing doarade cowl.

Inflating the mini took almost no time, once we figured out how to connect its powerful electric pump to the car's 12v system.

I carried the mini down to the dock and into the water and began to row out to the boat. The first thing that happened was that one of the roll-up floor boards broke under my weight. This is a disconcerting feeling on your first venture out in a new dinghy.

It looked ridiculous but the mini did the job and got me to my boat. I tied the painter to the starboard stern cleat and went aboard via the transom ladder. I've never owned a boat with a working (not rusted, not held on with lines) boarding ladder. This was an improvement.

I opened the companionway and was immediately greeted by the stench of an ill-sealed and over-filled holding tank left untended for months. Unperturbed, I opened all of the hatches to let the stink escape. I would treat her better than this.

The next step was to try to start the diesel. In my previous examination of the electrical system, I'd come to realize that most accessories on the boat had been wired directly to the batteries, bypassing the master switch. I was braced for the prospect of a pair of dead batteries. Had that been the case, the plan was to row back to shore and grab one or both of the backup batteries to try to get the engine running. I hadn't brought the very heavy backups in the dinghy with me because I wanted to avoid the additional weight if possible.

I turned the master switch to "both" (the starter is wired through this switch). I turned the key to the "on" position. The oil pressure alarm came on as expected. It buzzed loudly enough to assuage my concerns over the batteries.

I pressed the glow plug button and, in my excitement, counted 20 hippopotamuses perhaps a little too quickly. I pressed the start button and was glad to hear the starter kick in powerfully.

My gladness did not last. The engine did not roar to life. I waited and tried again. No dice. Once more...

A change!

This time the starter didn't crank at all. I couldn't even hear the solenoid click.

*Continued on page 5*

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## DINGHY RUN PHOTOS

*Look like fun? Join us next year for this annual event!*



### Dates to Remember

- Sept. Meeting.....Sept. 17
- Boatathon, Lake Sylvia .....Sept. 21
- Oct. Meeting: Nominations due for GSC board...Oct. 15
- Halloween Party.....Oct. 19
- Boynton Beach Pirate Festival.....Oct. 26
- Nov. Meeting and Elections .....Nov. 19
- Dec. Meeting and Holiday Party.....Dec. 17

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Please note the Viadana USA ad to the right. They are offering a **20% discount** on all products for club members.

The promo code is **GULFSTREAM**.

See [www.viadanausa.com](http://www.viadanausa.com) for products.

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## BUYING CLEMENTINE

*Continued from page 3*

I spent a few minutes scrambling about looking for the culprit, but found none. The throttle and stop-pull were in the correct positions. The 12v accessories in the boat seemed to be working well enough, but I assumed (wrongly) that the batteries must not have quite enough power to start the diesel.

I called Jason on shore and asked him to bring the backup batteries to the dock so that I could row back and get them. This was not a good start to a three-day journey that would only be completed in time if the engine were in good working order.

Before boarding the dinghy and heading back to shore in shame, I decided to try the starter once more. I counted more slowly as I held in the glow plug button. I took a deep breath and pressed the start button. Almost instantly, the engine was running!

Not willing to press my luck by stopping and restarting the engine, I cast off the mooring and headed for the dock. If the problem was really just weak batteries, then I could use the spares and complete the trip. If it was anything more complicated, at least the gear (including my tool kit) would be on the boat.

At the dock, we loaded the gear onto the boat. As a safety precaution, I moved the main anchor from under the sail bags to the vee-berth and ran the anchor line over the deck and down through the hatch so that we could deploy it quickly if the engine died. This meant that the hatch could not fully close, but that was a small price to pay for being able to quickly deploy the anchor in an emergency. A bow roller or other similar arrangement would have to be made in the future.

I'd realized that the spinnaker pole was missing when I first arrived at the boat. I gave the previous owner a call and he agreed to bring it to the dock. He'd thought we were departing on the 18th rather than the 17th and hadn't yet brought it aboard.

While we waited, Jason figured out the pump-out system and I took care of some of the minor maintenance items that needed handling prior to departure. We also flushed the water tank. Jason brought the tiny dinghy on board and lashed it down behind the mast, where it fit perfectly, validating my dinghy choice and easing a weight from my mind.

Brenda had waited with us for quite a while. At this point Zoey fell asleep and Brenda started her drive back to Cambridge.

The previous owner arrived with the missing spinnaker pole and showed me how to mount it on deck. He also warned me that the main sail's luff cars had a tendency to pop out of the gate on the mast track if you were not careful. I filed this away as a future repair and moved on.

Jason and I completed loading up and stowing the gear. There were only two simple tasks left: plot the course on the chart and restart the engine. Neither worked out as planned.



**To Be Continued in our next issue!**



## PHIL AND KAY BUY A NEW SAILBOAT

*By Commodore Phil Decker*



After sailing our 1982 Catalina 27 “Catmandu” for many years, **Kay Harrison** and I finally upgraded to a 1998 Catalina 380. With the help of fellow GSC members **Ben Bowen** and **Mari Guarda**, we brought the new boat down the ICW from its berth in Stuart, Florida, to its new home in Fort Lauderdale over July 20 and 21. The boat's current name is “Caretta,” but we will be renaming it “Catmandu” according to a proper ceremony following nautical traditions. All GSC members will be invited to the ceremony. We already have

coffee cups and towels with 'Catmandu', so we have to keep the name!

Kay and I had been carefully planning to buy a new boat for years, saving for the down payment, and looking for the best boat that meets our criteria at a price we could afford.

“Caretta” is 38 feet LOA and has a 5 foot 4 inch draft with a wing keel. She was on the cover of Southwinds magazine in January 2018. “Caretta’s” list of features includes a walk-through transom, inflatable dinghy on dinghy davits that also support two 85 W solar panels. She has a dodger, bimini, chartplotter, radar, autopilot, AIS, EPIRB, VHF, SSB with Pactor modem, stereo, electric anchor windlass, electric halyard winch, two staterooms, air conditioning (yay!), hot water heater, and a shower stall in the head. We will be living aboard.

The closing for the boat purchase almost did not happen in time. We had to get the bank and the insurance company to hurry and meet the July 19 closing deadline. The money did not get to the seller's account until 6 pm that evening. Only then would the seller let us have the boat and we could finally tell our crew Ben and Mari that the two-day, 75 NM trip from Stuart to Fort Lauderdale was definitely ON. Ben and Mari drove up immediately and joined us at the hotel for a celebration at the hotel tiki bar.

We learned that seller **Steve Dublin** is a former member of GSC from years ago. After we took some farewell photos of



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### MARK YOUR CALENDARS!

The Gulfstream Sailing Club  
**Halloween Party**

**October 19**

*Please watch your email for details or  
call Mary Brown if you would like to help!*

**954-319-0650**

## NEW BOAT

*Continued from page 6*

the old and new owners with the GSC burgee (below right), Kay, Ben, Mari and I motored out the eastern end of the Okeechobee Canal and joined the ICW at the Fort Pierce Inlet. Due to frequent shoaling, we immediately touched bottom in the middle of the ICW but did not get stuck. Over the 75 miles, we had to pass through 23 bridges and the temperature was in the low 90s. We stayed overnight at the Riviera Beach Municipal Marina on Saturday night so that we could plug into shore power and have air conditioning for the night. We made it home on Sunday evening, tired, but without incident. We look forward to learning all the systems on the new boat and joining the fleet for GSC activities. Of course, we will need crew!



## NEW MEMBERS AS OF SEPTEMBER, 2019

*By Ben Bowen, Membership Chair*

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
Shannon Kenyon	207-607-3808	
Eduardo Gatica and Adriana Gatica	786-299-0828	"Locura" - Fontaine Pajot 46' (catamaran)
Jeffrey H. Myers and Elizabeth Servan	954-261-1209	Little Lion - Catalina 320 (sloop)
Stephen and Monika Welch	954-329-4070	
Caroline Laviolette	954-791-2373	Hunter x-cite Sailing Dinghy
Peter Gulick	Info to come	
Kimberly Cooper and Gary Bouvier	561-706-6679	Chimo - Bristol 32
Kurt Hallowell	Info to come	
Simon Dreher and Rachel Marsh	954-997-4132	

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