

# Gulfstream Sailing Club

## Tiller Tales

June 2023

### FROM THE HELM

*Paul Jehlen, Commodore*



*This first half of year was a whirlwind and thoroughly exciting. We have learned a lot. Stay positive because it doesn't pay to be negative!*

### 2023 Sunfish Racing Schedule

Winter Series	Spring Series	Summer Series	Fall Series
January 7	April 1	June 24	September 16
January 28	April 22	July 15	October 7
February 18	May 13	August 5	October 28
March 11	June 3	August 26	November 18

### 2023 Officers

- Commodore.....Paul Jehlen
- Vice Commodore. Hunter Quackenbush
- Rear Commodore..... Robert Schudy
- Treasurer.....Ben Bowen
- Secretary..... Tabitha Jones
- Lake Director .....Luis Oliveira

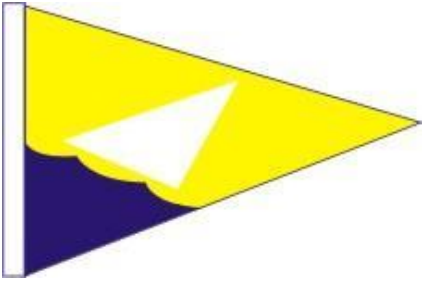
### 2023 Governing Board

- Mary Brown
- Paul Hinden
- Kim Golodner
- Linda Gossett, Past Commodore

### 2023 Committee Chairs

- Auditing.....Linda Gossett
- Crew Pool.....Open
- Cruising.....Open
- Legislative.....Sam Walker
- Membership.....Ben Bowen
- Nominating .....  
Brenda Kobrin & Sandra Hinden
- Ocean Race .....Robert Schudy
- Programs..... Andrea Keyser
- Publicity ..... Phil Decker
- Regatta.....Linda Gossett
- Science..... Robert Schudy
- Ship's Store .....Open
- Small Boat ..... Luis Oliveira
- Social .....Joy Quackenbush
- Tiller Tales Editor Joy Quackenbush
- Trophies.....Mike Sawzak
- Website..... Ben Bowen

This is the first Tiller Tales that we have had in a while so let's catch everyone up on just some of the fun things that happened in 2023. If you would like to submit anything for a future Tiller Tales publication, please send to [board@gulfstreamsailingclub.org](mailto:board@gulfstreamsailingclub.org)



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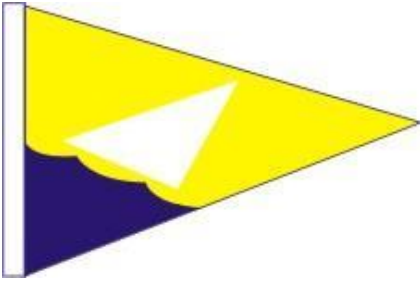
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January 2023  
Change of Command  
(Even though it was February 4<sup>th</sup>)



Thank you to everyone that helped make it happen. Specially these ladies.





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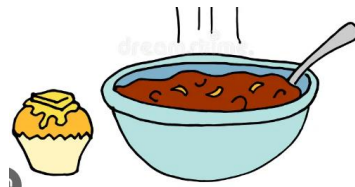
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## February 2023 Chili Cook-Off

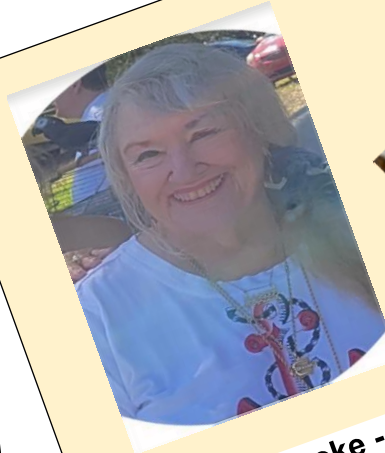
**Liam Munzenmaier - 2023 Best Cornbread**



Thank you to everyone that came out to this year's 2023 Chili Cook-Off. It was a beautiful and fun day. Special Thanks to our judges Perry, Keith and Francesca for their iron stomachs and great palettes!



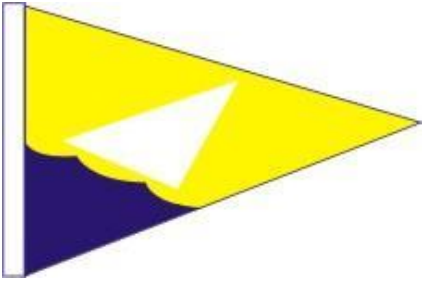
**Bob Schudy Son  
Judge's choice 2023 Best Chili**



**Brooke - 2023 Best Drink  
(Tennessee Whiskey Lemonade)**







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### Winning Chili Recipe

-- Base -- Ingredients:

- \* Beans (about a pound). I used pintos and small red beans, but the choice of beans is quite flexible — their flavor doesn't matter much in such a strong dish.
- \* Pea meat (10 oz). Not very much, because it was expensive (\$5 for 10 oz), but it didn't take much to improve the texture.
- \* An onion (chopped) and a few cloves of garlic (mashed).
- \* Fresh chiles (about a pound; more would be better). I used three kinds that happened to be cheap: serrano's (for heat), jalapeños and Anaheim chiles (mild, for flavor). I removed the seeds so the heat wouldn't be too strong.
- \* Chipotles (smoked chiles). This is what accounts for the smoky flavor. This time I used canned chipotles en adobo, but usually I use dried ones, and toast and grind them, which produces a darker color and an even stronger flavor.
- \* Cumin, since it's so common in chili.
- \* A little masa (hominy flour), as a thickener. (Flour or cornstarch would work as well — the active ingredient is the starch.) Only bother with this if you want it to be goopy instead of soupy.

I soaked the beans overnight, and in the morning let them boil while I sorted out the other ingredients.

I fried the onion and garlic in olive oil, then added the chiles (gutted and chopped) and let them cook down for a while, then added them to the beans and let them stew. Later I added the pea meat and chipotles and cumin and the other flavors for the variants (see below).

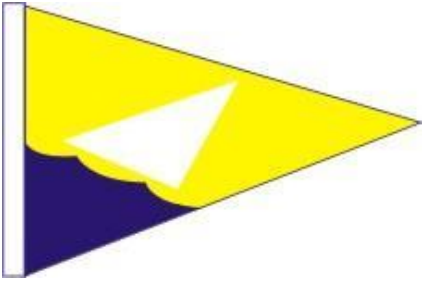
At the end I adjusted both variants by adding salt (until they tasted right) and masa (until they were thick enough) and the variant-specific spices.

-- Eggplant variant --

This is the more conservative variant: it adds eggplant since it's a bit meat like in both flavor and texture. Not many ingredients here:

- \* Diced eggplant, obviously. (It has a sufficiently meat like texture that you could do without the fake meat, but I used both.)
- \* Spices: allspice, turmeric, sage.

I chopped the eggplant, added it to the chili and let it simmer for another half hour.



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The spices weren't planned — at the last minute I decided it was too bland so I added the turmeric and sage, but overdid the turmeric.

-- Sardine variant --

This is based on a flavor combination I use for pasta sauce: sardines, chipotles, garlic, herbs. All four are strong flavors, so this makes a very aggressive sauce — not for the faint of tongue, but perfect as a flavoring for something unsubtle like chili.

The flavorings (in addition to the garlic and chipotles already included in the base) were:

\* A can of sardines. You can mash them but they're fragile enough that they break up on their own with little effort. It doesn't take a lot of sardines; they're a flavoring like garlic, not a main ingredient like beef.

\* Herbs. I used thyme, oregano, rosemary and basil, but the choice of herbs is somewhat flexible. The quantity should be enough to stand up to the other flavors, which means a lot. I tasted it and added more several times.

\* Tomatoes (in the form of canned tomato sauce). This is for acidity; you could omit it or use lime juice or vinegar instead, with somewhat different results.

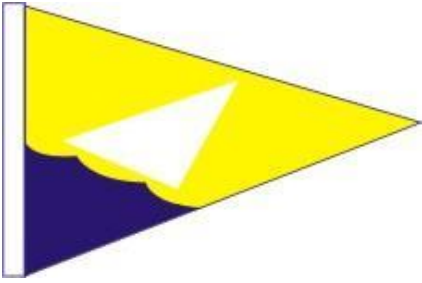
They don't require additional cooking, so I just threw them in and adjusted seasoning (which meant repeatedly adding more herbs) and it was done.

### **Hunter & Joy Quackenbush - 2023 People's Choice**

Meat Church Texas Chili recipe with variations -  
<https://www.meatchurch.com/blogs/recipes/texas-chili>

#### **Ingredients**

2 lbs of ground meat (Venison is also great)  
1 lb of HOT breakfast sausage  
1 lb of chuck roast (We didnt have so we used Beef Steak Tips in place of)  
3 medium red onions, chopped  
1 head of garlic, minced (sub 3 T Spice World Ready to Use garlic)  
2, 28oz can crushed tomatoes with juice  
1, 28oz Italian Style diced tomatoes with juice  
1 7oz can of Chipotles in Adobo Sauce, chopped. Preserve the liquid.  
2 Beers. 1 for the chili and 1 to drink while you're making it.  
6 T Chili Seasoning. This is a great heat level, but back it down to 4-5 T for Mild. Add 1-2 T more for even spicier or add 2 T cayenne pepper.



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### **Garnish**

Shredded Cheese  
Fresh Jalapeños  
Chopped White Onions

### **Tools**

Large Slow Cooker or Dutch oven. We make ours in a Lodge 7 qt dutch oven.  
Large Skillet (to sauté the veg)  
1/3 C, Olive oil

### **Prepare the chili**

Add the olive oil to a very large skillet. I prefer cast iron. Sauté the onions, garlic and adobo peppers (including all the liquid from the can). This is a lot of onion, so you may have to cook in 2 batches if you don't have a really large skillet.

Cook for about 10 minutes until the onions are translucent. Remove from skillet and place the mixture in your slow cooker or dutch oven.

Dice the chuck roast into small pieces. Brown the meat in the same skillet. We are going to simmer this chili all day so you just need to brown it and get some char on the outside. Remove from skillet and place the meat in your slow cooker or dutch oven.

Cook the ground meat and breakfast sausage completely in the same skillet. Drain the fat and place all of the meat in the slow cooker or dutch oven.

Mix the chili:

By this time you already have the meat, onions, garlic and adobo peppers in your slow cooker or dutch oven. Now add the 3 cans of tomatoes with the juice, 1 beer and 6 T of Meat Church Texas Chili Seasoning. Mix thoroughly.

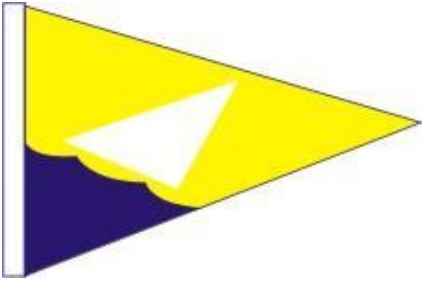
Cook the chili:

The ingredients are already cooked at this point, but we will simmer this chili all day to break down the meat and meld the flavors together.

If you are using a slow cooker you can run this 6 - 8 hours on low. Stir it periodically throughout the day if you can.

If you want to smoke this chili you can run it at 250 degrees in a smoker or pellet grill for 6-8 hours. I leave the lid off for 4-5 hours stirring on the hour. I cover the last couple hours.

Remove from the heat. Allow it to cool. Garnish and enjoy with some cornbread!



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## March 2023 – Race Day

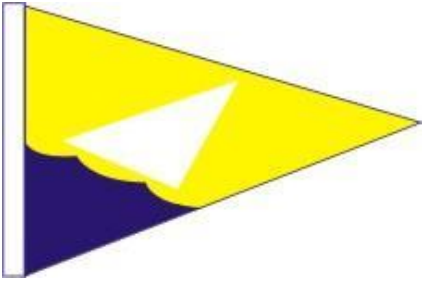
Vessel	Class	Handicap	Start time	Leg 1		Leg 1, 2		North Navy			Leg 1+2			Corrected		Comments		
				South Navy Buoy time	Elapsed H:M:S	Leg 1 Seconds	Nautical Miles	Leg 1 knots	Buoy Finish Time	Leg 2 H:M:S	Leg 2 seconds	Leg 2 knots	Nautical Miles	Elapsed H:M:S	Elapsed Seconds		Leg 1+2 knots	Leg 1+2 Seconds
Little Lion	Catalina 320	180	11:15:00 AM				2.955			1:36:20 PM			5.99	2:21:20	8480.00	2.54	7401.80	
Puff	Beneteau 461	99	11:15:00 AM				2.955			1:33:30 PM			5.99	2:18:30	8310.00	2.59	7716.99	
Zephyr II	Crealock 34	200	11:15:00 AM				2.955			1:58:31 PM			5.99	2:43:31	9811.00	2.20	8613.00	
Unexpected Pleasure	Nautical Design Ketch	88	11:28:00 AM	1:40:00 PM	2:12:00	4320	2.955	2.463	2:13:00 PM	0:33:00	1980.00	5.37	5.99	2:45:00	9900.00	2.18	9372.88	11:28 start time



## Racing Fun







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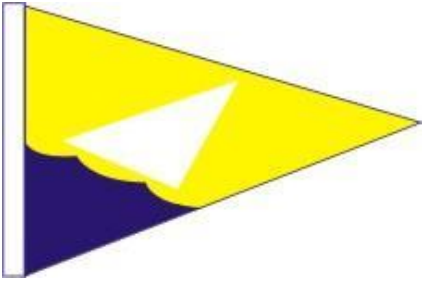
April 2023 – Happy Hour @ Ocean One Bar & Grill



May 2023 – GSC Sunfish Race III







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Congratulations to Laura, Luis & Liam who represented Gulfstream Sailing Club at the 2023 CGSC Dinghy Winter/Spring Series Event #5



**sunfish (8 boats) (top)**  
**Series Standing - 3 races scored**

**Information is provisional and subject to modification**

**Regatta results last updated: Saturday, April 15, 2023 3:47:50 PM CDT**

**Click on race number to view detailed race information.**

Pos	Sail	Skipper	Yacht Club	1	2	3	Total	Pos
<b>1</b>	1	Laura Munzenmaier	Gulfstream Sailing Club	1	1	1	<b>3</b>	<b>1</b>
<b>2</b>	75057	Luis Oliveira	Gulfstream Sailing Club	2	6	2	<b>10T</b>	<b>2</b>
<b>3</b>	61654	Liam Munzenmaier	Gulfstream Sailing Club	4	2	4	<b>10T</b>	<b>3</b>
<b>4</b>	5070	Jack Campo	Coconut Grove Sailing Club	3	3	6	<b>12T</b>	<b>4</b>
<b>5</b>	19	Enrique Guitart	CGSC	5	4	3	<b>12T</b>	<b>5</b>
<b>6</b>	0	Philippe Dusser	CGSC	6	5	5	<b>16</b>	<b>6</b>
<b>7</b>	5077	Alex Sellar	CGSC	7	7	7	<b>21</b>	<b>7</b>
<b>8</b>	01	Sarah Hays	CGSC	8	8	8	<b>24</b>	<b>8</b>

**Dates to Remember**

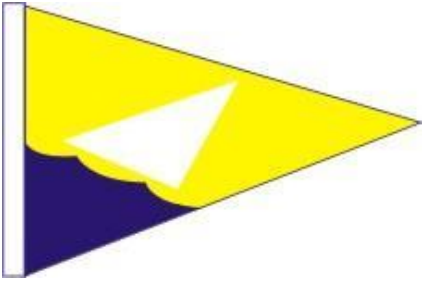
Happy Hours.....2<sup>nd</sup> Tuesday of the month (Suggestions welcomed)  
 Members Meetings.....3<sup>rd</sup> Tuesday of the month

Kids Learn to Sail.....Classes start back August 20th

Kids Summer Camp.....July 10<sup>th</sup> through Aug 11<sup>th</sup>

Adult Learn to Sail.....Jul. 8<sup>th</sup> & 9<sup>th</sup>, Aug. 12<sup>th</sup> & 13<sup>th</sup>, Sept. 9<sup>th</sup> & 10<sup>th</sup>, Oct. 14<sup>th</sup> & 15<sup>th</sup>, Nov.11<sup>th</sup> & 12<sup>th</sup>

Frost Park Flea Market.....Oct. 14<sup>th</sup> ...more details to come



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## Buying A Used Boat?

Thoughts on hiring a competent marine surveyor

By Bob Adriance

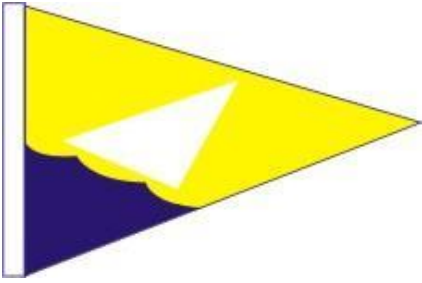
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Like a lot of first-time buyers, it's fair to say that the 42-year-old restaurant executive was head-over-heels in love with the boat — in this case, a 28-foot sportfishing boat — and couldn't wait to finish the paperwork and take title. But first — and this really irked him — the local bank was saying he had to have it surveyed. The man reluctantly called the broker who gave him a shortlist of names. After a little price shopping over the phone, the executive had his surveyor and was only one short step away from owning the boat.

The survey inspection went well; at least it went quickly. The boat was hauled out of the water and the surveyor spent a couple of hours poking around the boat, occasionally pausing to scribble a few comments in a notebook. Two days after the inspection, the survey arrived with a few minor recommendations. The surveyor also placed a value on the boat that was acceptable to the bank, and in short order the executive had his boat.

It would be nice to say that the restaurant executive and his new boat lived happily ever after, but it wasn't to be. Over the following weeks and months, problems arose with a rusted engine mount, a worn cutlass bearing, and the grim discovery of rot in two bulkheads. Every one of the boat's seacocks was "frozen" open, and a badly leaking hose almost sank the boat. Finally, a helpful engine mechanic who was doing some repair work noticed the boat's water heater mounted in the engine compartment wasn't ignition-protected and strongly recommended that it be replaced. The end result was that two years and several more repairs later, the sportfisher went up for sale. It was an expensive lesson on the value of a good marine survey.



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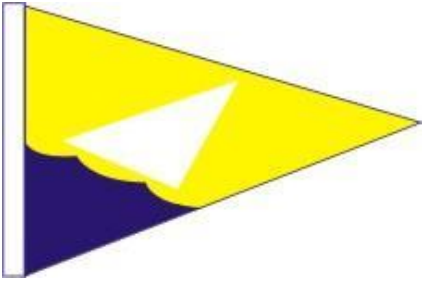
### Finding A Good Surveyor

Finding a competent surveyor may be the final step in a boat purchase, but it could easily be the most important, and should never be taken lightly. Anyone can call himself a marine surveyor; there are no licenses or exams required. One longstanding joke among surveyors is that all it takes to become a “professional” is a business card, a cell phone, and somebody to believe you. Being a competent marine surveyor, on the other hand, requires a good deal more. First it takes expertise, a lot of expertise. The American Boat & Yacht Council (ABYC) publishes 68 standards totaling over 650 pages that cover everything from a boat’s deck hardware to fuel and electrical systems. Being a competent marine surveyor requires a comfortable working knowledge of them all. In addition to ABYC standards, a surveyor must know National Fire Protection Association (NFPA) standards and the Coast Guard’s safety requirements, and be familiar with various construction standards (ABS and Lloyds). Needless to say, a good marine surveyor must have a mind for technical details.

These standards are continually being revised and a surveyor has to keep abreast of the changes, which means reading technical books and attending education seminars. The latter involves paying for airfare, hotels, and meals. Good surveyors also invest in expensive moisture meters and multimeters. In a few cases, they may purchase specialty equipment such as hardness testers and ultrasonic thickness gauges. Becoming a competent surveyor involves making a considerable financial commitment.

Surveyors aren’t licensed, so the industry is in the position of having to police itself. There are two major surveying organizations, which, among other things, have programs to certify or accredit their members: the National Association of Marine Surveyors (NAMS) and the Society of Accredited Marine Surveyors (SAMS). A NAMS surveyor must have at least five years experience working as a full-time marine surveyor and pass an exam in order to use the initials NAMS-CMS (NAMS Certified Marine Surveyor) after his or her name. A SAMS surveyor who’s worked five years as a full- or part-time surveyor and has passed an exam can use the AMS (Accredited Marine Surveyor) credentials. Both organizations have apprentice members who have not yet earned their certification.





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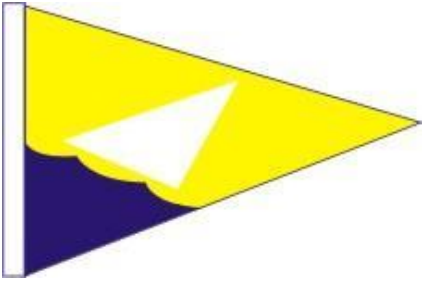
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There are a handful of other surveyor organizations, some of which are more credible than others. There are also some very competent marine surveyors who, for one reason or another, don't belong to any surveyor organization. If you're not sure whether BoatU.S. Marine Insurance will accept a survey from someone you've been talking to, call one of their underwriters: 800-283-2883.

### What's Covered On A Survey?

Even among the best surveyors, there is no consensus on what is or isn't covered on a pre-purchase survey. NAMS and SAMS both publish voluntary survey report guidelines for their members. (NAMS publishes "Recommended Guidelines for Yacht Condition and Valuation Surveys" and SAMS publishes "Recommended Survey Report Content.") BoatU.S. did a poll (see sidebar) of SAMS and NAMS members who survey recreational boats that found many of their inspections are consistently the same. A comfortable majority of surveyors said they always sound the boat (using a plastic hammer to detect voids and delamination), reference the ABYC standards, and test electronics to see if they're operable.

There were also some significant variations. For example, only a slight majority of surveyors always use a moisture meter and slightly less than half said they always take the boat on a sea trial (assuming a sea trial is possible). There are even bigger differences with engine inspections. A few surveyors are former mechanics and are qualified to do a complete inspection while others have very little hands-on experience. Most have at least some familiarity with engines but stop short of a complete inspection — oil analysis, compression check, and so on. Using a scale of 0 (no inspection) to 10 (complete mechanical inspection), the poll average of 6.05 indicates most surveyors spend at least some time with engines. Based on the age of the boat, the number of hours on the engine, and what's found during the inspection, a surveyor will often recommend that a mechanic do a more complete analysis. It's usually good advice, although some surveyors include a disclaimer recommending an engine inspection with every survey. The same is true of sailboat rigs — going aloft — and electrical system inspections. The latter can take many hours



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and is usually recommended with some imports or when an older boat's electrical system has been repeatedly "upgraded."

### Question To Ask Before Hiring A Surveyor

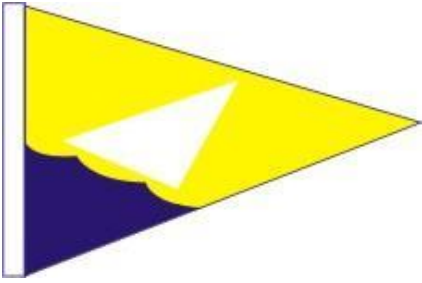
Tom Benton, a marine surveyor in Oklahoma, considers it a red flag whenever a conversation with a prospective client begins with a discussion of price. "How much do you charge for a survey?" Benton acknowledges it's a fair question, one that he expects to be asked eventually, but it really bugs him whenever it's the first question. Other surveyors interviewed for this article echoed similar sentiments; it's a fair question to ask after establishing a surveyor is qualified to survey the type of boat you're considering. Here are some questions to ask before asking about price:

#### 1. How long have you been surveying boats?

Several years of experience are no guarantee of competence, but, as with any profession, it's a terrific start. Also, what marine-related experience does the surveyor have? A lot of surveyors came to the profession via boat repair yards, which is another plus; having done repairs for years gives the surveyor a good understanding of why and where a boat is likely to develop problems.

#### 2. What professional organizations do you belong to?

Aside from being a member of NAMS or SAMS (a few are members of both), a surveyor should be a member of the ABYC, which is the organization that writes the standards used by most of the major marine manufacturers. The NFPA is another standard organization that writes fuel and electrical standards for boats. (Note: The surveys themselves should include appropriate references to the standards.) Although very few surveyors belong, a membership in the American Society of Appraisers (ASA) is almost a guarantee that the surveyor takes a highly professional approach to valuations.



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### 3. Can I be present?

If you plan to be there during the inspection, be sure to ask if it's OK. Most surveyors prefer you be there, if for no other reason than to make sure you understand whatever problems they encounter. However, there are a few surveyors who prefer to work alone.

### 4. How much do you charge?

Once you've found the best person for the job, ask about price and what's included. Some surveyors want an up-front deposit and a few want to be paid in full. You may also be asked to sign a written agreement. As with any contract, read it before you sign.

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I hope you enjoyed this month's Tiller Tales. If you would like to submit anything for a future Tiller Tales publication, please send to [board@gulfstreamsailingclub.org](mailto:board@gulfstreamsailingclub.org)