

Englewood Sailing Association, Inc.

Established 2002

The Englewood Sailing Association, Inc. is a spin-off from the Lemon Bay Rag Haulers, a sailing and social organization, founded in 1990. The Rag Haulers started a very successful Youth Sailing Program in the Spring of 2002. In cooperation with the Englewood YMCA, thirty-four volunteers worked with nineteen youngsters in a four week program. The program included boating safety and hands on sailing. On completion of the program, it was obvious that it had provided a very positive experience for the youth and that it deserved continuance and expansion. It was decided by the membership of the Rag Haulers that the demands of such a program were beyond the scope of their organization.

The Englewood Sailing Association, Inc. was then formed as a non-profit corporation for the purpose of providing sailing instructions for the youth of Englewood.



Sailing is a very personal sport that puts the individual in direct contact with the multiple forces of nature. Character reinforcement and oneness with nature are attributes that can be gained from sailing, and once gained, are never forgotten. For the volunteers involved there is the satisfaction of giving something back to the sport that we love, as well as giving something back to our community.

To read more about our first 10 years, **scroll down to the next pages.**

Englewood Sailing Association, Inc.

The First 10 Years

2002-2012



*"Promoting the positive development
of our youth through sailing."*

By Warren Spear

Preface

A little more than ten years ago, Englewood Sailing, Inc. was only an idea. Since that time, much has happened. We have added a new dimension to our community and have changed the waterfront. So that we do not lose site of how all of these changes have occurred, I decided that it was important to write down what, in my memory, occurred over this time period. If I have failed to recognize someone or have left out some facts that deserve being mentioned, I apologize for the omissions.

As I remember it, the following is how this fine organization was changed from a concept to a vital part of our community.

Warren Spear

Contents

Chapter I	The Lemon Bay Rag	Haulers
	The Rag	
	The Vote	
	The Birth	
Chapter II	Putting the Package Together	
Chapter III	The Changing of the Guard	

Chapter I

The Lemon Bay Rag Haulers

Englewood Sailing Association, Inc. is and has been a work in progress. The roots go back to the Lemon Bay Rag Haulers, an organization started by a group of sailors in 1989. Bob Zimmerman, who lived in Placida at the time, authored a letter suggesting the formation of a sailing club in this area. In 1990 the Rag Haulers were formed with Joe Consolmagno as Commodore. Other past Commodores include; Russ Hayes, Tom Henry, Fred Rossa, Carl Grossouw, Dick Engle, Bill Courduff, Mary Hayes and Warren Spear. During my tenure as commodore, it was obvious that social activities were dominant over sailing activities. We noted that only a small minority of members were active in sailing. This was in the year 2001.

Several meetings of the past commodores were called to look at the problem. One area that became increasingly interesting was the possibility of developing a youth sailing instruction program. Our community has a heritage of sailing. About fifty years ago the local post master built some small boats and put on an instruction program. Unfortunately, this program died of natural causes.

Working with the past commodores, other programs in Sarasota, Venice and Port Charlotte were researched. The Port Charlotte program was directed primarily towards adults. The Charlotte Sailing Association had designed and built their own boats and had a fleet of six fiberglass and six sunfish. Their home made boats were built on a frame used to hold a residential door (six foot eight in length and forty two inches wide, fitted with a wood dagger board and kick-up rudder). Their teaching methodology was to have a brief shore session and put the student on the water with an instructor for two or three sessions and then put them on their own.

The programs in Venice and Sarasota were found to be more traditional for young people using Opti prams. Sarasota was geared more toward summer camps with paid help, and Venice was geared almost 100% toward racing. Our experience with opties was when our daughter learned to sail in North Carolina. A group of five other dads got together and we built a fleet of six plywood optimist prams. The kids had to “white knuckle” it alone as they learned to sail. It was not easy. Personally, I did not like teaching in Opti prams. They are too small and are not easy to sail. They are not “forgiving”.

Russ Hayes had taught sailing at Perdue University in his younger days. He was a strong advocate of a sailing program. It worked out that our “let’s give it a try team” consisted of Russ and Mary Hayes, Joe Consolmagno, Fred Rossa, Arnie and Rachel Parios, Bill Courduff, Bob Markus, Kathy Engle, and Gay and Warren Spear. We knew that what we were doing was a prototype of what could be a major contribution to our community. We knew that what we put together had to have good cooperation by all concerned, safeguards in place to protect each of us against litigation should a major problem arise, and the planning to provide sustainability of the program should it prove successful.

To these ends, we looked to two master teachers, Kathy Engle and Gay Spear, to develop lesson plans. The program had to be educationally sound in order to protect everyone. We knew that we could not go ahead without liability insurance. We were also aware that for sustainability we wanted to have the community “buy in” to the whole idea. After conversations with the director of the local YMCA, Pat Ryan, a plan was developed to have the sailing program be a YMCA program provided by the Rag Haulers. With this partnership, the YMCA would sign up student sailors and handle all money involved. Pat Ryan wanted to set it up that

the fees collected would be a “run through” for the Y with nothing retained. We insisted that we wanted to share the income with the Y keeping 20% for their part and that we were to get 80% of the income to cover our part. The “Y” would cover all involved with their liability insurance. This arrangement also added that other ingredient, community involvement, which contributed to sustainability. This was a “win/win”. The local “Y”, operating out of a store front on Indiana Avenue, was able to expand the scope of their activities. The community was gaining the potential of adding opportunity for their young people. The Rag Haulers were gaining a purpose and cohesion based on sailing.

Once all of this was in place, we moved ahead. Russ Hayes and I went to Port Charlotte and made arrangements to borrow six boats from the Port Charlotte Sailing Association for four weeks. Retired elementary school principle, George Closter, agreed to store the borrowed boats behind his house on Winson Avenue (the road into Indian Mound Park). George also agreed to be on the teaching staff. Arrangements were cemented with the YMCA and we were able to get good publicity from the Herald Tribune, the Englewood Sun, and the Englewood Review. This was in March of 2002.

What happened next was beyond our wildest dreams. Everything came together like clockwork. Nineteen youngsters signed up. We set up two sets of classes, a nine to eleven thirty and twelve thirty to three. We followed the lesson plans set up by Kathy and Gay, which were based on the Annapolis Sailing Program. Thirty four Rag Haulers turned out to work the program. They put anything that would float on the water; rowing skiffs, canoes, dinghies and you name it. Russ Hayes taught knot tying. Arnie Parios, with the eye of an artist, took photos as did ninety-one year old Herman Cuskie. Chris Burke was out there with his canoe; Bob Montgomery was in the thick of it. Jan Malmquist did one-on-one mentoring. In addition, Bob and Diane Antes, Dick Alben, Bruce Richardson, Phil Goode, Carl Grossouw, Mary Hayes, Mary Ann and Bernie Burke, Tom Henry, John Newman, Jack and Beverly Rienks, and John and Karen Sleichert were part of all of this, just to name a few. Everyone was involved. There were no mishaps, just plain fun. The kids loved it.

This had been our prototype event. We proved that it could be done and done well. It proved that we could work as a team. There were, however, some who questioned if this was a “good fit” for the Rag Haulers. We knew that if we were to proceed, we would have to incorporate and seek 501c3 IRS status. This would enable us to further protect our people and be put in a position to grow with donations. We were aware that the Rag Haulers had been incorporated in the past and had a bad experience. To move ahead, we needed a vote from the membership. To assure that all voices were heard, we sent out ballots to all members and studiously sought responses from all members.

The following is a replication of the April 2002 edition of “***The Rag***”, the official publication of the Lemon Bay Rag Haulers. It was a report put out to the membership prior to the vote taken to determine the future of the sailing program.

The Rag

***The official publication of the
Lemon Bay Rag Haulers***

Published with a reasonable degree of regularity...this is for April 2002

*From the helm.
Warren Spear, Commodore*

This is the final issue of the Rag for the 2001-2 spring seasons. We will be sending e-mails to keep you informed. It is with great difficulty that I try to determine if the season is winding down or it is speeding up.

Most of our "snow birds" have migrated, yet, at the last meeting there were eight new faces and an air of excitement as we discussed the sailing program. At last count, we had gained a dozen new members.

We have been deluged with questions such as: "When is the next junior sailing session?" "Can we register now?" "Will we have a program for adults?" "Will we have a ladies sailing group?" These and many other questions will be resolved shortly.

At the April meeting the board directed me to appoint a steering committee. I chose to ask for volunteers. Carol Wright, Yvonne Sonnenleiter, Fred Rossa, Bruce Richardson, Bob Markus and Bill Courduff all stepped forward. Perhaps others will join us.

I am an ex officio member, per our bylaws, and act as chairman until the group selects a chairman. The charge to the group is to determine where we want to go with the program and how we get there? Simple? Yeah!!

We have had two meetings and have come up with some conclusions, some directions and some options. First the conclusions: The program worked. Nineteen youngsters started and finished the program with the help of 34 volunteers. The volunteers had a great time. If we go no further than this we can be proud.

Next, there was a high degree of support for our efforts in the community. They want more and it appears that the business community will help us, if we want help. For direction, it is apparent that it is imperative that a not-for-profit corporation run the program. This will allow us to accept donated boats and other materials and will offer a degree of protection against litigation for the organizers. To keep up the momentum, a fall session with our own boats is indicated.

The big option is, do we want this as the Rag haulers or do we wish to step back and let others pick up the challenge and move ahead? The decision is yours and a vote will be taken at the next meeting.

What is the proposal that we will be voting on?

The motion proposed will be: "I make a motion that the Rag Haulers seek incorporation as a not for profit corporation in order to actively continue the sailing program." A yes vote will be in favor of incorporation, a no vote will be against incorporation.

If we vote the corporation down, what happens to the sailing program?

If we vote the incorporation down we will take the Rag Haulers out of the junior sailing program. As good citizens, and in keeping with our stated goals, we will cooperate

with the group that will incorporate and continue the sailing program. I am sure that volunteers will be welcome in the sailing program, regardless of the affiliation.

What happens to the Rag Haulers if we vote the incorporation down?

Nothing! We will retain bragging rights for having started the program. We will keep in contact with the program but we will have no obligations, financial or otherwise. We will revert to a strictly social club with sailing and boating interests.

What if we vote in incorporation?

If voted in, the Rag Haulers will become incorporated as a not for profit and be put on a business-like basis. We will then put our business plan into effect, raise capital, buy boats and continue the sailing program.

The Rag Haulers have no money. How do we pay for all of this?

A program which has been used by other clubs is to sell advertising space on the sails used in the program. The charge for this is planned to be adequate to not only cover the cost of the boats but cover other budget items such as incorporation, boat dollies and other expenses.

What about the YMCA and the Hospital?

Regardless of who incorporates, the Rag Haulers or a separate group, a close relationship will be kept with these two community leaders. The Y has indicated that they will continue to assist in registering youngsters and providing the insurance umbrella. The hospital is proud of their relationship and has indicated continued support. The hospital is currently looking into providing a float for us for the Heritage Day Parade in the fall.

Where will boats be kept?

Initially, boats will be kept on trailers and moved into Indian Mounds Park when needed. Eventually, we would like to have a fixed base of operations with a fenced area. The Sarasota Parks and Recreation Department have expressed interest in our activities and we will continue to be in contact with them.

Why such a hurry, why not wait and talk it over in the fall?

At this time we have great momentum. If we lose momentum, we lose continuity. Our newer members are ready to jump back in. Most of our youngsters are ready to come back. A fall session will provide an increase all around.

Where are you going to get all of the people to run these programs?

Our initial program was very "labor intensive", by design. We wanted the program to succeed. We did not want any child to be afraid of the water. One on one initial training is, in our opinion, important. Once over this period then fewer people are needed. Two chase boats can handle the more advanced classes. Races can be handled by a single boat. We are looking for our younger students to bring in their parents. If our recent experience is any indication, we will have few problems expanding when indicated.

Why can't we do a fall program just like the last one and borrow boats?

The Charlotte Sailing Association was gracious enough to loan us their boats as a onetime event to see if a program was feasible in Englewood. This required many, many trips to Port Charlotte, promises on my part and special insurance riders. It is not appropriate to ask for these boats again and I would not feel comfortable making such requests.

What kind of boats are we looking for?

Currently we have literature on a half dozen boats. The one that is looking good, at this time, is the Walker Bay 10' sailing dingy. West Marine has a Walker Bay 10 in their store in Venice for us to look at. I suggest that all who are interested to go to West Marine and check it out.

When is the next steering committee meeting and can I come?

The next steering committee meeting will be on Tuesday evening , May 21st at 7PM at the home of Gay and Warren Spear. You are welcome to come and participate. Please advise us ahead of time so that we may have enough materials on hand. Call Gay at 473 1823 or e-mail me at hwspear@msn.com.

How do I vote if I can't make the next Rag Haulers meeting?

Our secretary will send out a notice by e-mail, return that notice by e-mail or send me a note by "snail mail" stating "yes incorporate" or "no don't do it".

Your vote counts, get it in by May 20th. Regardless of the outcome, it will be right; it will be the will of the club.

The vote:

When all ballots were collected a meeting of the Rag Hauler board of directors and interested members was called at the home of Warren and Gay Spear. Present were Joe and Pat Consolmagno, Arnie and Rachel Parios, Russ and Mary Hayes, Bob and Carol Markus, Yvonne Sonnenleiter, John Clements, Ron and Glenna Mines, Fred and Margaret Rossa and Gay and Warren Spear. Joe Consolmagno headed a team that counted the votes. When the final count was made the Lemon Bay Rag Haulers rejected the request for incorporation, thereby rejecting the pursuit of a youth sailing program by that organization. The Board of Directors of the Lemon Bay Rag Haulers was adjourned at that point.

The Birth of Englewood Sailing Association, Inc.

Immediately after adjournment a meeting was called of those wishing to further pursue the opportunity to provide the Englewood Community with a youth sailing instruction program. The assembled group voted to become organized as Englewood Sailing Association, Inc. Nominations for officers were as follows: Warren Spear, President, Fred Rossa Vice-President, Glenna Mines, Secretary, Rachel Parios, Treasurer and John Clements, Auditor. Joe Consolmagno agreed to write the by-laws and Laurie Emery was selected to be our attorney. Englewood Sailing Association, Inc. came into existence on a bright sunny afternoon in May of 2002 in the living room of 1040 Owl Rd., Englewood, Florida.

Chapter II

Putting the Package Together

Having owned several small businesses over the years, putting the ESA package together was looked on, by me, as a business challenge. Businesses fail, either in the early years due to lack of planning or in later years because the sole proprietor gets tired and has not planned for a successor. The point is that you must have a plan whether you are starting a small business or a volunteer effort. It was obvious that Englewood Sailing, to be successful, should be an IRS 501c3, not for profit corporation. Incorporation protects the individual from the corporation and the corporation from the individual. Florida has a volunteer protection law which, to a large extent, protects individuals working with or for a not-for-profit from litigation in the event of an unwanted incident. With this in mind, it was natural to work with our attorney, Lori Emery, to incorporate with the state of Florida as a not for profit and seek IRS 501c3 status. This was first

order of business and such status was achieved. Early members included; Joe and Pat Consolmagno, John Clements, Bill Courduff, Herman Cuskie, Julie and Henry Danielson, Mary Hayes, Bob and Carol Markus, Ron and Glenna Mines, Bob Montgomery, John Newman, Arnie and Rachel Parios, Fred and Margaret Rossa, Yvonne Sonnenleiter and Gay and Warren Spear. Within a year we were joined by Ron and Barbara Brewer, Bob Hill, Cindy and Federico Juliao, Tyler Kaub and family, Bob Galvador, Warren McLeod and family, Barbara and Dick Nichols, Andy Paine and John and Linda Richter. The following year Bill Day and Bruce Butterworth joined. At this time, the rowers were also getting started. Dr. Todd Chace and his wife were involved in that activity. We kept in touch in those early days and have continued to do so until the present.

Contact was then made with Pat Ryan of the YMCA. We forged an agreement where the Y would be our business partners. They would do the signing up of kids for our programs, collect all money, retain 20% and give us 80%. In addition we would be written into their liability insurance policy. This was the agreement we had put together for the Rag Haulers and it is an agreement that is still in force as of this writing.

Our next order of business was to get some boats. We set up a committee to select boats consisting of Yvonne Sonnenleiter, Fred Rossa and Bruce Richardson. My research indicated that we needed a sailing dingy with a capacity to hold two students and an instructor and also could be sailed by the student alone. The rig should be simple and the boat should be rugged. I suggested the Walker Bay ten. The budget called a total initial expenditure of ten to twelve thousand dollars. Thanks to Bob Markus we were given a discount on our purchase through West Marine. We were able to buy six Walker Bay tens within our budget. These boats have been in service for ten years and have served us well.

For initial financing, we charged ourselves dues of fifty dollars per family. This was double our Rag Hauler dues and was later reduced to twenty five dollars a year to encourage general membership. Our plan to pay for boats was to go to the community for financing. Cost for a Walker Bay Ten was approximately \$1,800.00 per copy with the sail kit. Optimist Prams were selling at approximately \$2,800.00 each. A little research determined that vinyl letters on a vinyl field would adhere well to a Dacron sail. We had two alternatives. Number one, we could offer a low entry donation for a logo on a sail with subsequent annual renewals. These would be in the five to eight hundred dollars at entry levels with annual cost of one hundred or more for subsequent years. To do this we would need to seek other funding to allow us to make our initial purchases. This had been done by a yacht club in Providence Rhode Island. The alternative would be to offer a logo on a sail for a donation of two thousand dollars and look for renewals when the logos got tired.

We chose the latter for our plan of action. By targeting as donors our community leaders, we were also targeting community acceptance. You are judged by the company you keep and we wanted to be in good company. Rachel Parios was president of the Englewood Art Center and she and Arnie were able to solicit donations from Warren Loranger and Mr. and Mrs. Jurgen Matt. We were able to generate donations from Englewood Community Hospital, Dave Dignam of Key agency and eventually the Englewood Youth Foundation. In addition, Mr. Herman Cuskie, a member of Rag Haulers was a donor. Bottom line was that in three weeks in September of 2002 we raised enough money to buy six Walker Bay Tens with sail kits and, in addition to putting the logos of donors on sails, we also put the logos of the YMCA and the Rotary club on sails.

Our advertising budget was nonexistent. Getting good press coverage was an issue. I had

been a newspaper feature writer. Making media contact was a simple task. Two of our early contacts were Jan Finley of the Sun Herald and Sharyn Lonsdale of the Herald Tribune and later, the Englewood Review. Each of these writers produced excellent feature articles. This gave us community recognition and instant credibility. This, no cost advertising, was of great help as we sought community support and financing. Jan Finley died a few years ago and Sharyn Lonsdale is currently an executive at the Hermitage on Manasota Key.

Our teaching methodology remained the same as it was in our prototype. The “white knuckle” period was obviated by having adult instructors in the boats. Our shore sessions outlined the principles of sailing and the principles were reinforced when the sailors got on the water. A triangular course was generally laid out by John Newman with a windward leg, a reach and a downwind leg. For 2002 and 2003 the Walker Bay tens were kept on a trailer at our house in North Englewood and hauled to the beach each instruction day. Bob Montgomery was there each day during that period to help getting hooked up and on the way. Lesson plans were written for each lesson with copies given to each of the instructors. Our professional teachers (Gay and Kathy) had established that the intensity of instruction produced the best results when limited to a maximum of three hour sessions. Parents told us that our young charges were often “exhausted” after their lessons. Advanced sailors could have longer sessions. As the program developed we added the swimming test. This provided a sense of comfort with the environment. Next, what is the worst thing that could happen on the water? The boat could tip over. OK, let us tip the boat over. Eliminate fear, have fun! Hence, we had the capsize drill. We introduced racing as a teaching tool. This exercise separated the natural sailors from those who had to learn the hard way. By watching those who excelled, the others quickly emulated them and improved their skills. We added fun races such as chasing balloons with candy inside and games such as the fox and hounds where in the race if the fox (often the instructor in a sunfish) touches your boat you must do a 360.

We were very fortunate to have Rachel and Arnie Parios as part of the team. Rachel’s administrative skills were most appreciated as she took the treasurer’s position and Arnie’s artistic expertise was evident at every turn. Arnie designed our “compass rose” ESA logo and our “happy boats” youth sailing logo that we have on the back of the t-shirts worn by our young sailors. He also designed the logos used for the sails on the boats funded by donations from Bill Courduff and Tad Kasonovich. Arnie also chronicled our program through his photographs. We are delighted that Arnie and Rachel are on our tenth anniversary celebration committee. It is also worth mentioning that two nonmembers, our daughter Heather and her husband Shane, own the bowling pro shop in Venice and have a small business doing silk screening and embroidery. Our t-shirt program for students and instructors has benefited by Shane converting Arnie’s art work to the t-shirts we use with the “happy boat” logo and member shirts with our “compass rose” logo embroidered on them. Shane has provided these shirts at very competitive prices and on several occasions at no charge at all with unbelievably short lead time. Shane also supplies our presentation trophies and plaques. This has been a great team effort that we all too often take for granted.

In 2002 we used the beach at Indian Mount Park without benefit of a permit. It was either through ignorance, or the thought being that it is more expedient to beg forgiveness than to ask for permission, I am not sure which. The following year we sought and were granted a blanket permit for use of the beach for our sailing activities. Before ESA came into existence, we made our first contact with John McCarthy of the Sarasota Parks and Recreation Department. In the fall we had our first fall youth intro program. I had picked up an almost new boat trailer at a good price which John Newman modified to hold all six Walker Bay 10’s with their sails. In this manner we hauled the boats from my yard in North Englewood to the beach. That trailer ended

up carrying the "Rose" on her trip up north. Active instructors at that time and into the spring of 03 were, Bob Montgomery, Rob Sohl, Bob Markus, John Sleichert, John Newman and Fred Rossa. Looking at our cash flow for the year reinforced the wisdom of being an all volunteer organization. At this time, Bob Markus put together our web site at no cost to ESA. We entered the cyber age.

As we moved into 2003, we made our first contact with Shannon Staub and made our presence known. Our spring intro program had 26 students. John Richter, who had been our neighbor in North Englewood, bought five acres in Englewood Farm Acres which would be the home of our boats until 2011. John also took over as treasurer that year. We made our first contact with Englewood CRA Director Chris Davis who gave us immense help and direction. She assured us that we would get our waterfront location from the county but, it would take time. Members Shirley Phillips, Patrick Tremo and Warren Spear took Jabbo Gordon's US Sailing Small Boat instructor's program in Sarasota. Taking this course, put on by Jabbo Gordon of the Venice Small Boat Sailing, got all of us aligned on the same page. Since that time fourteen other ESA sailors have taken that course; Joe Chan, Matt Gamel, Craig Keller, Bill Day, Rachel Butterfield, Ron Brewer, Bruce Butterworth, Sam Dolby, Tyler Kaub, Hugh Moore, John Newman, Bob Hill, Lynn Paul and Steve Rosen. Jabbo has been a wonderful source of information and a consistent support person for ESA.

We entered the Pioneer Day Parade for another first. John Newman organized the first breakfast at the Country Hound. This provided comradeship and sociability. It also was of great help in coordinating boat hauling. We had one thousand dollar donations from both Wal-Mart and from the Englewood Youth Foundation that year. Bill Day and Bruce Butterworth joined us at about this time. Bill had run a sailing program on Prudence Island in Narragansette Bay. I believe that he had at least 27 Sunfish in his fleet. The kids on the island loved it.

In 2004 we moved our boats to John Richter's Yard in Englewood Farm Acres. John took over coordinating boat transport and repair as well as becoming Treasurer. John Richter became the manager of operations. When we got back from a full day on the water, it was John who said "go home, I will flush the safety boat engines." And he did. He made sure all rigging was in place and boats were repaired. John was a key person in all operations. Bob Hill took over as lead instructor with John Newman working closely with him. Bob's twin sons were two of the most photographed of our student sailors.

Through donations and wise purchases, we increased our Sunfish inventory to six, our Laser fleet to three and continued expansion into adult instruction. We donated our Boston Whaler to the club. Our friend Angela Ristuccia, donated her Boston Whaler, giving us two dependable safety boats. Later, Fred Rossa donated his flats boat with a super four stroke engine. Bob Hill phased out the use of adults in boats with students by training some of our young sailors to do the job. This included Tyler Kaub and Sam Dolby who have made great contributions to ESA. Bob remained active and contributing to ESA through 2007. Bob was responsible for us moving into more Lasers and Laser II's. Contact was continued with Chris Davis at the CRA, Parks and Recreation Director John McCarthy and County Commissioner Shannon Staub. In this year the Englewood Youth Foundation started a tradition of giving us \$2,000.00 per year, a tradition they continued through 2011 for total donations of seventeen thousand dollars. They wanted to help a fellow Rotarian put a new not-for-profit, which benefited the community, on firm financial footing. This amounted to a sizable contribution when we could best use the help. This made the difference between building an organization in a strong manner as opposed to squeezing by in quiet desperation.

In 2005 George Marriot came on the scene with two kids in our program. He helped us put together a business plan. At that time we also made our first full appearance before the Sarasota County Board of Commissioners. Shannon Staub assured us that we were "on their radar" but nothing happened. In this period Bob Hill and John Newman became certified instructors. Walker Bay had a full day of photographs of all of their new boats at Indian Mound Park beach. Our people were in the boats. One photo was of one of Bob Hill's sons which we used on the flyer we put together for "Sails Appeal on Lemon Bay". The same photo is on our current promo piece of the same name. Walker Bay has also used this, and other photos taken that day, in their promo pieces.

In 2006 we had our first, week long, summer camp. Bob Hill and John Newman did a great job, as did all who were involved. In Our fall program, one of our adult students was Carol Slocum Jimerson, a Cape Haze resident. Her great grandfather was Joshua Slocum, the first person to singlehandedly circumnavigate the world, our contact with immortality. That year we also put out our first year book. It was a full letter size paper production with all of the information we have in our current publication. The following year we reduced the size to its present format.

In 2007 we had expansion and refinement. We added a fleet of six Walker Bay 8's to our inventory. Through negotiations with Walker Bay, we paid the freight to get the boats here and bought the sail kits. Walker Bay gave us the boats at no cost. These boats, we envisioned, were to be used as a "stepping stone" to be used before the sailors graduated to Sunfish. We also made contact with Edison Sailing and purchased three Laser II's, providing our advanced students a new opportunity to use a more sophisticated boat.

The idea of having a women's sailing group was also advanced. It was hoped that Cindy Juliao would head this up. Cindy developed into a highly competent sailor, as did her son Andre. Unfortunately for us, Cindy went back to school to advance professionally and son Andre got hooked on soccer. One day when Cindy was learning to sail she got on a broad reach in the waters just west of the shallows on the point. She was flying!! Bill Day was in a dingy with a small outboard with engine wide open trying to catch her all the time yelling "hard a lea, hard a lea!" Cindy yelled back, "what do you mean hardly?" She later confided that it was a great sail, it was fun. The mother of another of our promising sailors became active, Carol deLeon. Carol is currently secretary of the organization and a joy work with.

Hugh Moore joined the organization. He was put to work immediately, becoming involved in the instruction program. By this time, I was getting a little "burned out". I was delighted to see someone with management and administrative skills come aboard. At the same time, Craig Keller was becoming more active, two people who would soon prove invaluable to the organization. We also saw Chel Butterfield become more active as she became certified as an instructor and headed up the "Day Sail Divas", our much needed women's group with help from Cindy Juliao. Chel's teaching expertise is legendary. With all due respect to the guys who hauled the boats and did so much to get the program started, we needed the attention to detail that women provide so well. This advance made this guy very happy.

It is interesting to note, that our efforts to obtain waterfront property began before we were organized in 2002 and continued consistently through the seven years I was at the helm. We made our first contact with John McCarthy in the spring of 2002 before ESA came into existence. We looked at both Charlotte County and Sarasota County as to how we should position ourselves to be in the best position to obtain such property. We determined that our best opportunity was with Sarasota County. We had a great County Commissioner covering our area in Shannon Staub. There were sailing programs in Sarasota and Venice. Extending

the line to Englewood appeared to be a natural course. We then established our mailing address at John Richter's residence at 810 Buckskin Court in Sarasota County. As individuals, some of us contributed to Shannon Staub's reelection. John McCarthy was contacted at least twice a year. Contact was made with Chris Davis, CRA Director for Englewood, who was invaluable in keeping us informed of actions by the county. When Chris left that position, we made contact with Debbie Marks who is the current CRA director. We made contact with Charlotte County. Arnie Parios and I made trips to the Parks and Recreation Department behind the ball field on Rt. 776. It remained clear that our best opportunities rested in Sarasota County.

We continued our quest. We looked at land at Blind Pass where Parks and Rec said that there was a possibility of locating. The site even had a pavilion that we could use. We took our boats up and checked water depths and found the optimal location for launching our boats. Except for the fact that it was a long way to go to run a program, it had potential. The County then backed off saying that more study of the site had to be done. Nothing has been done other than putting in a dock that sees little use.

Land on Cherokee Street, a short distance from Indian Mound Park was purchased by the County. We looked at it as did the CRA, the rowers and other local organizations. Again, there was the potential. At one point, we made an official application to the Parks and Recreation Department to lease a small area at Indian Mound Park, only to have the application see no action. In this year, Sarasota County bought the property on Perry Street. We made appointments with each of the county commissioners to present our case for using the property as our home base. Craig Keller, Ellen Sogalow and I visited with each of the commissioners. In talks with John McCarthy, preliminary plans were put together to allow us to quietly move on to the site. Unfortunately, a couple of the residents of the area got wind of our efforts and made a very loud strong case that this would cause them great financial loss. The idea died on the vine. We continued to operate an organization worthy of support by Sarasota County.

Chapter III

Changing of the Guard

2008 was a year of change. Bob Hill had resigned and Hugh Moore became treasurer. Ron Brewer took over as Safety Officer and made many positive changes. The footwear policy was put into place and Ron stocked a box with acceptable foot ware for emergency use. He also developed our "base box" which we have as our base station. This unit includes a battery operated VHF radio for shore to boat communication, a first aid kit, our lightning detector and other safety related items.

John Clements earned the "Any Old Bird" award for a double grounding of his boat and John Newman's boat going into Everglade City. This award had been a standby of the Rag Haulers and, without hesitation, we stole it for our use. The history of this award goes back to Russ Hayes getting in trouble in Boca Grande Pass. Russ called for help but could not remember the names of people on a boat sailing with him. In frustration Russ boomed over the radio, "Any Old Bird, come back!". This award continues the tradition of the sea that allows other sailors to tease you when you do something that is "just a little bit off center". Subsequent recipients of this award include; Hugh Moore, John Newman, Charlie O'Donnell and John Richter.

The Day Sail Divas continued to expand activities. Membership continues to grow in this important segment of our organization.

Moving into 2009 Andy Paine was elected treasurer and Charlie O'Donnell was elected

secretary. Sailor of the year went to Tyler Kaub and member of the year was John Richter. We expanded awards given.

At this point, I felt that it was time to have an infusion of new blood and new management skills into the organization. We were able to gain more and more of Hugh's time from his other interests. With all of these factors in place, I decided that it was in the best interest of the organization that I step down as president. In February of 2009 I submitted my resignation as President of Englewood Sailing Association, Inc. to the Board of Directors with the recommendation that we appoint Hugh Moore as interim president until the election of new officers in the fall. My resignation and recommendations were accepted by the board.

Somehow some greater force must have been working because we made the transition very smoothly with minimal disruption. Within two months I would have an accident at work with complications that would put me on the disabled list for the next two years. Handing "my baby" to someone else was not easy. At times, when I wanted to come on strong, I had to back off and say to myself "Hugh is now in charge. Be supportive. Be positive. Be an asset not a liability."

Hugh proceeded to manage our organization in a methodical, organized, manner. After a transitional period, Hugh came into his own. In this period we looked at our accumulation of photographs and decided to produce a compact disc about the organization. I had the pleasure of developing the story line and script for the copy and voice over. Arnie selected all of the slides. Joe Chan did the mechanics of putting it together and Charlie O'Donnell did the "voice over". For background music we used a steel drum rendition of some Jimmy Buffett music. We envisioned that we would use this promo piece as a presentation cameo of the organization as we presented our story to other groups.

Hugh encouraged the Day Sail Divas to grow and prosper. He strengthened the board of directors. He adhered closely to the bylaws. He brought in new people including New Members of The Year, Sue and Steve Rosen. He facilitated the organization's efforts to make needed changes. Working with Craig, a program to make a Junior Instruction Program a reality was developed. This was a great structural change in our education program. Our By-laws were reevaluated and some needed changes were made by a team effort. Our fiscal year was changed to be in line with our reporting year to the IRS. The member appreciation night was eliminated, not because we do not appreciate members but because it no longer served its intended purpose. When we were getting started, a limited number of guys banded together to transport boats from Richter's yard to Indian Mound Park. It was a lot of work. They also worked on the boats with the realization that they had done a good job as their only reward. With January being a slow month, we elected to put together a cookout in appreciation for all of their hard work and to say thank you in a more tangible way. This was then expanded to include all members and young sailors and the event lost its original purpose, hence elimination was appropriate.

Another item which had become obsolete was our newsletter, the *Compass*. I had used it as a vehicle to keep our membership informed as to what was happening to the organization. Hugh has been much more diligent about keeping everyone informed through emails. Again, a good move, for the right reasons. Our boat yard was moved from John Richter's yard in Englewood Farm Acres to John Maurer's yard, closer to Indian Mound Park in Englewood. It was time that we gave the Richters the privacy they deserved. We do appreciate all that these wonderful people have done on behalf of ESA.

Hugh's good judgment was most recently recognized as we realized a major financial gain in

the sale of a donated boat, the Rose. We were able to realize a \$14,000.00 profit. In addition, Charlie O'Donnell has been able to bring in more than six thousand dollars through the Sails Appeal on Lemon Bay program and the new banner program he heads up. This income, plus good money management by Hugh, allowed us to buy six Laser Picos, a rotationally molded, marconi rigged, self bailing sloop with many advanced features. The immediate effect of the acquisition was that we were able to phase out the Walker Bay 8's. These boats never quite lived up to our expectations. It is quite probable that we will add more Laser Picos in the coming year and eventually replace our Walker Bay 10's which, at age ten, we must consider as "vintage".

With Sue Rosen as treasurer, we have monthly treasurer reports and a basis built to develop a five year rolling forecast. Having gone through our "grace period" with the county, we are poised to make changes so that we do not have to walk through six to eight inch deep puddles of water in our compound after a rain storm and make it easier for our sailors to pull out and rig their boats. Our board of directors has grown to be more involved in all activities of the organization and have reached the level of development required for our advanced sophistication.

Over the past three years we have doubled our assets, solidified our programs, made needed changes to our organization and have been fortunate enough to have Sarasota County allow us to fence in our working compound at Indian Mound Park beach. We are on a roll. Englewood Sailing Association, Inc. continues to be a work in progress, offering positive development and good learning experiences for our young sailors. Hopefully, we are leaving our community just a little bit better than we found it. This is our community. This is Englewood Sailing Association, Inc.

*May the wind always be at your back,
and may the sun shine warm on your face.*

