



FOOT, TACK & CLEW

East Coast Sailing Association

P.O. Box 372054 • Satellite Beach, FL 32937-0054

<http://www.ecsasail.com>

BOAT/US number GA81299B

November 2004



THE OFFICIAL LOG OF THE EAST COAST SAILING ASSOCIATION

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Chip Worster 321 - 773 - 5851

Fleet Captains

CRUISING

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RIVER RACING

Jim Lacy 321 - 728 - 0389

WOMEN'S RACING

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Tom Schrader 321 - 449 - 4604

Membership Chairman

Brenda Merchberger 321 - 779 - 0438

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Joe Luthman 321 - 631 - 3247

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John & Loretta

Schnitzius 321 - 783 - 1509

Publicity

Open

General Membership Meeting

Wednesday ~ 10 November 2004 ~ 7:00 p.m.

Satellite Beach Recreation Center (565 Cassia Blvd)

Latitude 28° 09' North, Longitude 80° 36' West

November Program

Presenter: John MacNeil

John will provide information on the Youth sailing program at the Melbourne Yacht Club

NOVEMBER Calendar of EVENTS

St. Pete Sail Expo—Nov. 4 – 7

SSCA Gam—Nov. 5 – 7

6	ECSA	River Challenge
7	ECSA	Fall/Winter Women's #1
7	MYC	Mermaid Regatta **NEW DATE
10	ECSA	General Membership Meeting
13	PAFB	Offshore Race
14	MYC	Dinghy Racing
14	MYC	Winter Rum Race #1 **DATE CHANGE
20-21	ECSA	PINEDAVILLE Cruise
21	MYC	Winter Rum Race #2
27-28	MYC	"No Frills" Sunfish Regatta
28	IRYC	Fall Race #4
29	MYC	Dinghy Racing

DECEMBER Calendar of EVENTS

5	ECSA	Fall/Winter Women's #2
5	MYC	Winter Rum Race #3
8	ECSA	December Meeting & Potluck
12	IRYC	Race of Champions
12	MYC	Dinghy Racing
18	ECSA	Holiday Parade Cruise

Foot, Tack & Clew is the official newsletter of the East Coast Sailing Association and is mailed to the membership each month or available at <http://www.ecsasail.com>.

The opinions expressed herein are those of the authors and not necessarily those of the East Coast Sailing Association.



**THOUGHTS FROM
YOUR
COMMODORE...
David Merchberger**



**VIEW FROM THE
VICE...
by
VICE COMMODORE
Joe Coleman**

Can you believe it's November already? It seems like just a couple of weeks ago we were dealing with Mother Nature's exclamation points to summer (Charley, Frances, and Jeanne). I know that many of us are still dealing with the storm's aftermath, but I think you'll all agree that the relatively cool air of fall is a welcome change.

The change in weather comes with some of the most important events of the year. In just a couple of weeks, we will be celebrating the closing of another year at Pinedaville! There are details available elsewhere in this newsletter, as well as the web site and of course the event will be discussed at the November General Membership meeting. This is the club's one big 'blow out' of the year and you don't want to miss it.

The Nominating Committee has been hard at work twisting arms and their recommended slate of nominees will be formally announced at the November General Membership Meeting and published in the December FT&C. In December, we will entertain any nominations from the floor and formally vote in next year's board.

Right on December's heels, our annual Awards Banquet will be held at the Holiday Inn in Cocoa Beach on January 8th. Although at this point it seems a long way off, it will be upon us before you realize. Please play close attention to the deadlines published in the newsletter. Our deadlines are not artificial but rather driven by our contract with the hotel, so please don't risk not being able to attend this annual event.

While I'm looking ahead, it's also time to pencil in the bus trip to the Miami Boat Show. This year's trip will be on Saturday, February 12th. We have the bus reserved and our preliminary plans will be very similar to years past. Watch the December newsletter for details.

One last thought.... Last month Brenda and I had the opportunity to spend a few days in Hawaii. We were on the big island of Hawaii for 3 days, then off to Maui for about a week. Although the islands were everything I imagined and more, there was a couple of things missing. One was the lack of 'easy' sailing grounds like we have here. In Hawaii, it doesn't take long after you leave the dock before you're in some SERIOUS Pacific water. No gunkholin' going on

(Continued on page 3)

I could not think of a good quality single topic to write about this month, so I thought I would give you several short subjects that I have been thinking of lately.

First of all, there's about 25 percent of the membership who have not renewed for the new year. A few have chosen not to renew for particular reasons, but there are a good number of you whom I see at functions and meetings and who still have not paid. We know where you live, we know what we have to do to get you to pay, and it's not pretty. Don't make us go there. Drop a check off to Brenda or Dave and we'll forget we ever had this talk.

Second, it is not too soon to start thinking about the awards banquet. Once we get into the holiday season, we tend to forget about it. At the next meeting, I will be accepting your reservations. I think that those of you who have attended in the past will agree that it is a fun night filled with good food, jokes, gifts and friendship. It is also the event where we award our annual trophies and awards. This is probably the only function we have where the racers and cruisers really get together to mingle and have fun. Don't miss out this year.

Donna from All Pro will be at the November meeting to take orders for shirts, hats, towels and bags. She has guaranteed delivery by the December meeting, just in time for Christmas. Donna has always been good to the club, offering reasonable prices and timely deliveries. If you cannot make it to the meeting and want to place an order, just go down to her store on Babcock Street and you can order there. Be sure to tell her you are with the ECSA.

It is never too early to start thinking about next year's cruising schedule. During the December meeting, we will set the dates and destinations. Due to the hurricanes, there may be a few places we cannot go this year. There are also cruises that we have skipped during the past few years that we might want to add back into the schedule, for example the "frostbite" cruise to Ballard Park in January. If you have an idea for a rendezvous point, please attend the meeting, suggest it and volunteer to host it. The only restricted area that I can think of would be the Banana River north of the Pineda Causeway - most of our boats can't make it under the bridge. Other than that, use your imagination and present your thoughts at the meeting.

Dave Merchberger, Chip Worster and I have decided to

(Continued on page 3)



TREASURER'S REPORT

by
Clint Braswell

Thoughts from your Commodore - cont'd...

(Continued from page 2)
there!

The other thing that was missing was all of you! (ok, insert a collective 'aww' here). Since joining the ECSA several years ago, Brenda and I have gained many very special friends. I hope each of you have had the same experience. Once again, I encourage each and every one of you to 'reach out' to a new face and get to know them. You never know how much your life might be changed for the better. With Pinedaville coming up, I guarantee you there will be no shortage of new faces....get out there and say 'hi'!

See you on the water,
Dave

Income Statement		Fiscal Year
REVENUE	Oct-04	Sep 04-Oct 04
Activities Income	0.00	0.00
Membership Dues	4,154.00	4,154.00
Merchandise Income	0.00	0.00
Miscellaneous Income	<u>54.00</u>	<u>54.00</u>
Total Revenue	4,208.00	4,208.00
EXPENSES		
Activities Expense	561.43	561.43
Bank Service Charge	-	0.00
Dues & Subscriptions	-	0.00
Insurance	-	0.00
Miscellaneous	-	0.00
Office Supplies	-	0.00
Postage/Delivery	73.26	73.26
Printing/Repro	37.10	37.10
Rent	-	0.00
Sales Tax	<u>.13</u>	<u>13</u>
Total Expense	671.91	671.92
Net Income	3,536.08	3,536.08

View from the Vice Commodore - cont'd... *From page 2*

decorate our boats and enter the Christmas parade. I think it would be great to get as many ECSA boats in the parade as possible. If anyone is interested and needs some ideas or help, just call Dave. (Karen made me say that). After the parade you can tie up at Joann Jacobs dock and join the party. It should be a lot of fun and I hope there are others who will join us.

I'm Joseph A. Coleman and I approve this message.

Balance Sheet as of: October 31, 2004

Assets

Checking	8441.14
Restricted Cash (Lasowska Fund)	942.00
Security Deposit	<u>100.00</u>

Total Assets **9,483.14**

Liabilities & Net Worth

Unrestricted Cash	6,432.86
Retained Earnings	(485.80)
Net Income	<u>3,536.08</u>

Total Net Worth **9,483.14**

Member's Classifieds

FOR SALE: Commercial Singer Sewing Machine includes approximately 25 yards of Blue Sunbrella fabric. Asking \$375. Contact Noel Bauer 321-255-6922.

FOR SALE: 27 O'Day. 1988 Sailing/Cruising vessel. Light use, covered storage. All amenities, New Honda 9.9 outboard, Pedestal steering and integral GPS/VHF. New bimini and dodger. Lots of extras. \$13,500. Call 321-799-0746



SECRETARY'S REPORT

By

Donna Hartley Oyer

.EAST COAST SAILING ASSOCIATION GENERAL MEMBERSHIP MEETING Wednesday, October 13, 2004

The meeting was called to order at 7:35 p.m. Board of Governors present were Joe Coleman, Clint Braswell, Donna Hartley Oyer, Wes Whitley and Chip Worster. Joe introduced the Board, introduced past commodores and welcomed guests and new members.

A motion was made, seconded and carried to approve Michael Nuff into membership.

OFFICER & COMMITTEE REPORT

- The secretary's report from the August 2004 meeting was approved as published in the September Foot, Tack & Clew (FT&C) newsletter. There was no September general membership meeting due to the Hurricane Frances.
- The treasurer's reports as published in the September and October FT&C newsletters were approved.
- Joe indicated the deadline for dues renewal is October 31, 2004 and anyone who had not sent in their renewal dues to forward them as soon as possible. Clint mentioned that due to the hurricanes, many renewal checks were just recently deposited.
- Joe stated that Dave Merchberger had St. Petersburg Sail Expo discount coupons that would be available upon his return. The St. Pete Sail Expo is held November 4th - 7th.

REAR COMMODORE'S REPORT CRUISING

- Bob Goldstein noted the next cruise is the Fish Fry cruise to Marker 21 to be held October 16th & 17th. Linda Dawson, host of the cruise, invited all members to attend.
- Tom Schrader invited club members to an impromptu Halloween cruise to the 4th spoil island north of the Canaveral locks over the Halloween weekend - October 29th - 31st.
- Sandy Whitley informed the members that the SSCA GAM will be held at the Eau Gallie Civic Center on November 4th - 7th, which is the same weekend as the St. Pete Boat Show. Sandy stated that since many ECSA members were

attending the boat show, SSCA was in need of additional volunteers.

RACING

- Sherry Beckett informed the members that there were four women's races that were cancelled because of hurricanes.
- Sherry invited the members to the MYC Fall Regatta. Small boats are racing October 15th - 17th and big boats will race October 22nd - 24th.
- Sherry mentioned that on November 6th, ECSA is hosting the River Challenge Regatta for the Cirripedia Cup.
- Sherry invited the members to the MYC Rum Races, which are held every Sunday.
- Joe noted that Jerry at Boater's Exchange was sponsoring a "Sail a Small Boat" event on November 14th from 1:00 - 5:00 at Cocoa Village.
- Tom reported on the recent cruise to Titusville. There were only a few boats that attended because of the Hurricane Frances. However, there were 36 members that did attend by car.
- Joe mentioned that the August cruise to the Tyre's was affected by the weather. The Labor Day cruise was cancelled due to Hurricane Frances.

OLD BUSINESS

- Chip Worster mentioned that the nominating committee is still looking for volunteers for secretary and for treasurer for 2005.
- Joe noted that Donna from All-Pro was unable to attend the meeting due to staffing issues because of the hurricanes. Donna will attend the November meeting and will be able to have orders ready before Christmas.

NEW BUSINESS

- Joe reminded the members that the ECSA Banquet will be held on January 8, 2005 at the Holiday Inn in Cocoa Beach.
- Joe informed the members that the Miami Boat Show trip will be on Saturday, February 12th. The cost of the trip has not yet been determined.
- Joe invited the members to enter the Holiday Boat Parade on December 18th. Thirsty Whale, Chip-Ahoy and possibly Alibi will be entered.

With there being no further business, the meeting was adjourned at 8:20 p.m. followed by a program on the Sea Cadets.

Respectfully submitted,

Donna Hartley Oyer
Secretary





CRUISE QUARTERS

Pinedaville is here...

November 20th & 21st

7th ANNUAL PINEDAVILLE PARTY "ISLAND PAJAMA PARTY"

Charley, Ivan, Frances and Jeanne are gone! We "hunkered down" so now it is our turn to PARTY!!!! Join us on the beach at Scott's cove for our 7th annual "Pinedaville Party". What could be any easier than a Pajama Party theme? Come on, everyone has PJ's! Okay, well, almost everyone. Remember, PJ's are MANDATORY!!! Festivities start Friday evening, but officially opening ceremonies start at noon on Saturday, November 20th. If you are free on Sunday morning, November 14th, we will be cleaning up the beach area at Scott's Cove in preparation for Pinedaville. Please bring a rake and a pair of clippers for tree trimming. We are looking forward to seeing all of you in pajamas. Gee, we may even make the front page of some magazine this year!

FRIDAY, NOVEMBER 19, 2004

GATHER AT SCOTT'S COVE TO EAT DINNER AND WATCH THE SUNSET. WE WILL ORDER DINNER FROM "ENIGMA" CAFÉ AROUND 6:00 PM. BRING A COMFY CHAIR, RELAX AND ENJOY THE COMPANY!

SATURDAY, NOVEMBER 20, 2004

NOON - GATHER ON THE BEACH FOR THE OPENING CEREMONIES IN YOUR PJ'S! REMEMBER, PJ'S ARE MANDATORY!!!

ENTERTAINMENT ALL DAY BY "KURT"!

- 12:30 - PJ CONTEST (WHO HAS THE BEST PJ'S ?)
- 1:00 - KING AND QUEEN CROWNED (WHO WILL BE THE NEXT KING AND QUEEN OF PINEDAVILLE?)
- 1:30 - MULLET TOSS - (REMEMBER, YOU CAN'T FOLD THE FISH - IT'S YUCKY!)

2:00 - DINGHY RACES - (A NON-VIOLENT EVENT)

3:30 - CONCH BLOWING CHALLENGE (CAN ANYONE POSSIBLY BEAT DAVE MERCHBERGER?)

5:00 - THE DINNER BELL AT LAST - THE MAIN COURSE IS, BEEF, PORK AND TURKEY. BRING A YUMMY DISH OR DESSERT TO SHARE.

EVENING ENTERTAINMENT BY "HOT TROPICS" AND KURT

6:00 - ADULT KARAOKE CHALLENGE

8:00 - LIMBO CONTEST - (CAN ANYONE GO ANY LOWER THAN RONNIE BIRCH?)

9:00 - PASS THE FRUIT - (REMEMBER, NO ARMS ALLOWED)

ENJOY THE BONFIRE, THE SMORES AND THE ROASTED MARSHMALLOWS. DON'T FORGET ABOUT THE BAHAMA DONNA'S.

SUNDAY - NOVEMBER 21, 2004

8:00 - POTLUCK BREAKFAST ON THE BEACH. BRING A BREAKFAST ITEM TO SHARE. (COFFEE AND TYLENOL PROVIDED)

9:00 - HERMIT CRAB RACES. (HERMITS PROVIDED BY THE BIRCH FAMILY)

10:00 - ISLAND CLEAN UP TIME

LETS DO IT AGAIN NEXT YEAR!

CONTACT NUMBERS:

Jim & Donna Oyer: 783-4458 or 867-3317

Lessons Learned... Hurricane Frances & Jeanne

Continued from last month...

Two and a half Hurricanes later (Charlie only "brushed us" in Melbourne) some anecdotal observations on "Storm Survival", based on managing 5 sailboats through the storm season and observing the results of many others.

After the complete loss of so many boats and various levels of damage to so many more, I have concluded that storm survival without damage to the boat is a combination of about 75% preparation and 25% luck. An example of the luck part: Two of the boats anchored out from Diamond 99 on the south side of the Pineda Causeway chaffed through their anchor rode but were found floating and undamaged north of the bridge after the storm. I know people who have trouble sailing through the bridge without damage, but here the storm took the boats through without damage!

While we can get by the 25% luck part with appropriate care of our mirrors and a little salt over the shoulder now and again, the preparation part is more difficult to try to pin down. I think after looking at successes and failures from Fort Pierce to Cocoa, including some of ours, I have found two common threads that are important (and while they may be "slap yourself on the forehead" obvious, they are worth repeating).

Everywhere I looked the two common elements present in damage or total loss were "CHAFE" and "WINDAGE", at anchor, at the dock and even "on the hard" (evidenced by shredded sails and knocked down boats in storage yards). What I did not find a lot of were anchors dragging, ie: boats on the shore with their anchor still attached, although I'm sure some may have. In the long run it was parted lines that were the big problem. The added loads by not reducing windage, both by removal of equipment and selection of boat location were major contributing factors to the chafe problem, in my opinion. Perhaps an extreme example is one boat where wind and boat motion on the boom chaffed through the main sheet, after which the boom broke off the gooseneck attachment to the mast and was left hanging from the topping lift and beating the deck to death.

During Frances all five of our boats were

"stripped" to include the booms and bimini frames. If it could come off it did. I anchored our 32' O'Day out in the Indian River, close to the eastern shore in the lee of a large growth of trees. For a Storm Anchor set I assembled the following; a large Danforth on 15' of chain was shackled into the "eye" at the crown of a plow anchor which was on 35' of chain. With the anchors "in line", I put on a large shackle and attached two, 200' $\frac{3}{4}$ " nylon lines which I had purchased for this purpose. I then repeated that assembly so I had two to set, one to the NE and the other to the SE. That gave me a scope ratio of about 16:1 based on where I was located. I used 3" fire hose for chafe gear and set the anchors so one rode was in the chock and the other was lying next to it. I did not use the anchor rollers on the bowsprit. I made the chaffing gear long enough to cover the rode as far down as the "Dolphin Striker" but only secured the top end so the line could move inside the gear. (At least two boats had chaffing gear on the rode, but the rode chaffed through when it rubbed on the bob-stay, beyond the chaffing gear) I also made sure that there were no "hard edges" at the ends of the chaffing gear as old fire hose can get stiff and hard. The other four boats were secured in marina slips by multiple, redundant mooring lines tied to dock structure, not cleats. One in a marina completely surrounded by land and the others in a more exposed location, but partially wind protected by buildings.

All five boats survived. One with minor damage when the wind lifted the sliding hatch off the companion way. All of the boats tied in Marina slips chaffed through at least one line, some through several, in spite of some chaffing protection. The boat at anchor had no chafe damage or loss, but the anti-siphon loop in the bilge hose system came loose from where it was fastened to the bulkhead, allowing the hose to slip back into the bilge until it was a straight shot from the through hull into the bilge. Over the course of the storm the pump float switch was disabled by the oil absorber in the bilge (which also broke free from where it was secured). The result was every time a wave hit the side of the boat some water went in through the discharge through-hull and by the time I got back on board, the bilge was full. It

(Continued on page 7)

Lessons Learned... Hurricane Frances & Jeanne

(Continued from page 6)

could have been a disaster if it had taken longer to get back on board.

During Jeanne I made similar preparations, except this time the 32 had previously been moved to a more protected location and I left it in a slip. During Jeanne, more lines were chaffed through in the marina slips than during the first storm and early Sunday morning new lines had to be added to two of the our boats while the storm was starting to subside, but still blowing hard enough to break a boat free. The dangers of staying in an exposed marina were highlighted during Jeanne where anyone with an eastern exposure took a hard beating and many boats sank in their slips.

Interestingly enough, about 17 boats I know about chaffed through their anchor rodes during Frances. Not all were destroyed and several anchored out again during Jeanne. None of the boats that chaffed through during Francis did it again during Jeanne, even though the winds were higher. Those boats had new ground tackle for the second storm. Could that have made a difference?

So what do I think I learned.

1. Around here, anchors hold, lines chafe through so long, redundant rodes and redundant anchors save boats. Even boats on single anchors, but with multiple rodes survived. (Is chain the solution? There is a picture on the web of an all chain rode that cut through about 3 feet of the boats bow. The chain did not break, the boat did. Even with chain, chafe is still a problem to be addressed.)

2. Clean (new?) lines do not appear to chafe as badly or quickly as older ones that may be full of salt and sand and may have UV exposure damage. This applies at the dock as well as on the anchor so a "storm set" may be a good investment

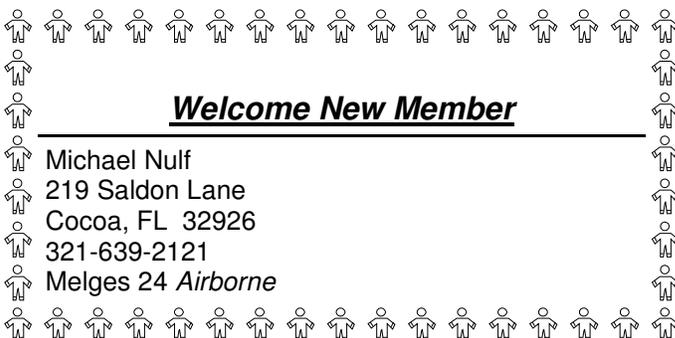
3. You can not have too many lines properly securing the boat, no matter where it is during a storm. If you have a line in the locker it can not hold the boat. When you get back to the boat and there are unnecessary extra lines holding it safely, good for you. At the dock mine look like "Spiderman" just left, but after the storm when

several are chaffed through but some are still holding. (For example: about 15 boats broke free from the moorings at Vero [which is pretty well protected, but was closer to the storm center.] One that held, chaffed through three $\frac{3}{4}$ lines and was part way through the fourth when the owner was able to get back to the boat).

4. Reducing windage pays off. (Not only does it keep the Roller Furling Genoa from becoming a "shredded Dacron bird chaser", it reduces the chaffing loads on the lines).

5. I would rather be lucky than good, and consider myself very lucky after this storm season where so many lost so much.

Jack Findlater



Welcome New Member

Michael Nulf
219 Saldon Lane
Cocoa, FL 32926
321-639-2121
Melges 24 Airborne

Sail a Small Boat Event November 14, 2004

The members of ECSA are invited to the upcoming **Sail A Small Boat Day** event in Cocoa Village. The event will take place Sunday afternoon, November 14, from 1-5 p.m. This event will give all attendees the opportunity to try out a variety of sailboats from Catalina, Hunter, Precision, and others.

For more information, contact Jerry at Boaters Exchange, 638-0090.

Volunteers for the event are welcome.



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ECSA NEWSLETTER AD RATES

SIZE	1MO	3MOS	6MOS	12MOS
1/8 page	10.00	28.50	54.00	90.00
1/4 page	18.00	51.00	90.00	144.00
1/2 page	30.00	84.00	144.00	228.00
Full page	50.00	135.00	240.00	360.00



SPECIAL NOTICE!!! GALA EVENT!!!

ECSA 2004 AWARDS BANQUET

Date: 8 January 2005
Time: 6 - 10 p.m.
Place: Holiday Inn, Cocoa Beach

Agenda: 6 - 7 p.m. Cocktails; cash bar
7 - 8 p.m. Dinner
8 - 10 p.m. Program

Cost: \$20.00 per person

PLEASE MAKE YOUR RESERVATIONS EARLY!

Complete the following form and return with payment by December 31, 2004. Make checks payable to East Coast Sailing Association and drop off at the November or December general membership meeting or mail to:

ECSA
P. O. Box 372054
Satellite Beach, FL 32937
Attention: Banquet

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### **2004 ECSA AWARDS BANQUET RESERVATION FORM**

Name: \_\_\_\_\_

Evening Phone Number: \_\_\_\_\_

Boat Name: \_\_\_\_\_

Choose one (1) menu option per person and indicate the total number of each for your party in the space provided.

\_\_\_\_\_ Total Scrumptious Chicken

\_\_\_\_\_ Total Delicious Beef

\_\_\_\_\_ Total in your party at \$20.00 each = \$ \_\_\_\_\_

