

S.H.B.C. Sentinel

October 2022

V10N10

The S.H.B.C. Sentinel is a periodic publication (terms of submission, last page) containing the stories and pictures of past events, and notification of events to come. Material is provided by Club Members and Guests and barely edited. Nothing provided here represents an official position of the Safety Harbor Boat Club, or anybody else for that matter. If you want official, try to get it signed and notarized.



Calling All members and guests: we will
have our SHBC monthly meeting on
Wednesday **OCTOBER 5th**
at 6:15 pm 2022
At the **SH Library**

Our Guest Speaker will be **BRIAN GARRY**

He will present:

**"MEL FISHER and the SEARCH
for the ATOCHA"**



Brian and Phyllis Garry's previous presentations included "North to Alaska-Parts 1 & 2".



These presentations included both a sailing and a land adventure on March 2019 and March 2020. In Nov., 2019 Brian and Phyllis Garry, gave a talk on their **River Cruising Adventures in Europe** along the **Rhine, Main** and **Moselle Rivers**. Brian and Phyllis, also gave presentation on their **diving trip** in the **Grand Caymans**. Brian did a section about the diving, sailing, snorkeling and submarine dive into the deep, while Phyllis spoke about the wonderful floral beauty of the Caymans and the Cayman cuisine.

SHBC Members Brian and Phyllis own "Wild Irish Rose" an Irwin sailboat.



WE HAVE A WONDERFUL SLATE OF OFFICERS FOR 2023



Commodore: Joan Marzi



Vice Commodore: Ron Carew with John Viverito



Secretary: Linda Maksel with Victoria Hawkins and Marion Ruuge-Aronson



Treasurer: Linda Brandt



If you would like to step up, please let us know before 10/4/2023 (The meeting).

Plan to attend the October 5th Safety Harbor Boat Club Meeting in the Safety Harbor Public Library at 6:15PM to approve and welcome our new slate of officers.

SATURDAY, OCTOBER 22nd FUN EVENT: HALLOWEEN PARTY and CHILI COOK-OFF at the Marina Pavilion Starting at 5:00 pm!

By: ELLEN HENDERSON; PIX: ARCHIVES

Come in your **favorite scary Halloween outfit** and don't forget to bring your **most potent CHILI concoction**, there will be **prizes awarded for the winners in BOTH categories**. **Bring your drinks of choice or bring a side-dish** (if you're not bringing chili) and do not forget your favorite Antacid, you may need it. The Club will provide the, chili bowls, plates and utensils to eat and some water & ice to ease the pain. The ghosts will start flying at **5:00 PM on Sat., Oct. 22nd**. Be ready to participate in the chili tasting plus the **50/50 drawing**. There will also be some **surprise entertainment after dinner!** Please **RSVP at shbc4fun@gmail.com** so we have an idea of how many people plan on attending. Also, we're asking 2 SHBC Members to step forward to be our **Hosts for this Party**. Lastly, if you would like to volunteer to **Participate in the entertainment after dinner** and/or help **Decorate the Marina Pavilion @ 2:30 PM**, contact: **Ellen Henderson @ (H) (727) 797-9380 - CALL ONLY & Leave a message or email: ellenmaehenderson@hotmail.com**



2022 FLASH MOB DANCE - "JERSEY BOYS" @ SHBC Chili Cook Off and Halloween Party

By: ELLEN HENDERSON; PIX JOHN HERRICK & LINDA BRANDT

If you danced in HIGH SCHOOL, you can do this:

Plan to participate in our **2022 FLASH MOB DANCE** @ our SHBC Chili Cook Off/Pot Luck and Halloween Party. The date is **Sat., Oct. 22** at the **SAFETY HARBOR MARINA PAVILION**. Our theme this year is **"JERSEY BOYS"**. You can order the Movie (Directed by Clint Eastwood) either from your local library (FREE) or perhaps on Netflix. The dance that they did in the film & which we will be doing is right of the end of the Movie, during the end credits. It's an easy, yet fun dance and promises to be a Blast for this year's Party.

Check out this **"JERSEY BOYS" TUTORIAL** video on YouTube:

<https://youtu.be/o19SxyOSXvg>

We'll start rehearsing in early October. Please let me know that we can count on your participation on Oct. 22, 2022.

Contact **ELLEN HENDERSON** via **Land Line Phone @ (727) 797-9380** or via email @ ellenmaehenderson@hotmail.com

See the U-TUBE link below from the previous 2015 FLASH MOB DANCE, in which we did Michael Jackson's THRILLER.

At our Previous Chili Cook Off and Halloween Party, we were all entertained by our own Safety Harbor Boat Club Thriller Dance performers. Great performance by some of our members. Thanks, Linda Brand for taking the video. Check out the link below.

<https://www.youtube.com/watch?v=RdH2wQh2gcE>



SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON, PIX FROM ARCHIVES

Congratulations to those SHBC Members, whose Birthdays and Anniversaries fall in the Month of OCTOBER. It's a popular month for Birthdays.

Birthdays:

10-9 Ted O'Brien----->
10-9 Victoria Hawkins Newton
10-12 Karen Gray-Furnish
10-14 Gina Breece
10-15 Marcus Lund
10-16 Basil Smith
10-19 Bonnie Monroe
10-22 Rose Bifulco Mintz
10-28 Dale Cuddeback
10-30 Yvette Maldonado
10-31 Connie Billhofer



Anniversaries:

10-2 Mark & Ann Kanuck
10-16 John & Renee Viverito --->



RECAP OF GUEST SPEAKER FROM THE SEPT. 7th SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON; PIX: JOAN MARZI

On Wed., SEPT. 7th our SHBC V/COMM. John Viverito introduced the Video on "Safety-At-Sea: Man Overboard Recovery", which was produced by the Storm Trysail Club. This was researched by our SHBC Treasurer Joan Marzi.



The video stressed that keeping mindful of the wind and sea state is very important. Stay close to the victim and do either a quick stop or upwind or downwind. Do a windward tack with a 360 degree turn around the victim. Yell "MAN OVERBOARD" loudly. The Pointer is the first person to see the victim & should point to them continuously.

Communicate Loud & Clear: i.e. 4:00 o'clock at 60 yards. Hit the **MOB Button** on your **GPS**, especially at night or in high seas. Alert the crew of a fast tack or gybe. Check that there are no lines overboard before starting the engine. The tactician tells the crew what to do (in a race scenario). Go downwind 2-4 boat lengths away from the victim; then 1-1/2 boat lengths below the victim.

APPROACH & RECOVERY:

Flog the main and don't hit the MOB with your boat. Toss a throw bag and a line; stop the boat and clip the victim to the boat.

If the spinnaker is up as you are turning, down it on the Leeward side. Go on a close reach to get to the victim.

Quick stop with a life sling: use a 150' recovery line; don't cross the line; tack & gybe without touching the sheet. Hoist the MOB on a spare halyard.

RECOVERY VARIATIONS:

Use an open gate over the transom. Attach the MOB to the boat with a harness. If sending a rescuer overboard, attach them to the boat with a tether.

SUMMARY:

Know your boat's behavior and use a tall throwable buoy.
Practice makes perfect.

Here is the VIDEO link:

<https://www.facebook.com/StormTrysailClub/videos/safety-at-sea-man-overboard-recovery/2890093724361168/>

Following this video, Ron Poirson showed us the knot of the month: a cleat hitch.

WELCOME NEW MEMBER: DELORIS "DEE" COLEMAN

By ELLEN HENDERSON; PIX BY DELORIS "DEE" COLEMAN/LINDA MAKSEL



Dee Coleman was born in Ocean County, NJ. She works in the travel industry booking cruises.

They owned a Snipe sailboat and a Lightning, which they raced.

Besides sailing, Dee's previous athletic endeavors included: Belonging to a Ski Club many years ago and she snow skied in Vermont, NH and Mass.

She also enjoys going on cruises. Before Covid, she completed her **196th** cruise and has been pretty much around the world. Her most interesting place visited was Vietnam and her favorite places were Hong Kong and Singapore. Dee has 2 cruises booked for this year and she's hoping to get to 200 cruises.

Dee is happy to be a member of SHBC and she's looking forward to making friends with SHBC members.

Amateur Radio Helps Disabled Sailboat to Port

Found by Mikey

On September 7, 2022, Jeanne (Jan) Socrates, VE0JS/MM / KC2IOV, and her sailboat, the **SV Nereida**, set sail from Cape Flattery, the northwestern most point of the contiguous US. She was on her way to visit friends in San Francisco, California, but 2 days of 35 knot winds and storms left her sailboat disabled and her onboard radio equipment marginally operational. Amateur operators in New Mexico, California, and Canada, and members of Group 7.155 heard her requests for assistance.

Gil Gray, N2GG, was able to contact Socrates on 40 meters. "Her power was extremely low, and she was unable to communicate on 14.300 MHz to notify the monitoring group on that frequency," said Gray. "She needed help with wind and sea conditions, and tidal data for San Francisco Bay," he added.

Low-power output on the HF radio made it very difficult to get Q5 copy, which would typically be Q2 or Q3. With the help of several software-defined radio (SDR) operators in Utah, California, and Maui, Hawaii, they were able to glean enough copy to understand her situation and answer questions for her navigation.

Gray; Jonathan Ayers, AI6NA, and Edwin E. Jenkins, K6EXY, are all experienced sailors. They were able to make periodic contact with Socrates and give her updated wind reports. Their last contact was on Monday, September 12, at 11:00 AM (MSDT). By this time, Socrates was sailing with only the forward sail on her 38-foot sloop. Fortunately, a "following wind" kept her moving without a mainsail. As she approached the Golden Gate Bridge, Socrates was able to use the tidal information passed on by amateur radio operators to make it safely to Berkeley Marina in San Francisco Bay.

"I wouldn't call it a rescue," said Socrates, "just good amateur radio assistance -- and I'm grateful for their help."

Jan Socrates is 81 years old and the oldest person to have ever sailed around the world unassisted. Once her sailboat is repaired, she will sail again, not for records, but for the enjoyment of sailing the high seas.

Her situation is one of three events in early September in which amateur radio was able to provide emergency assistance.

More information about Socrates is available on her [Facebook](#) page.

<https://m.facebook.com/profile.php?id=100064177832855&eav=AfZMQqL4UgYdogZScgmaCoM O-AAIGuxStKnYkPKrYDUye3OYw u507hB plS1 t7yCw&paipv=0& rdr>



Jeanne (Jan) Socrates, VE0JS/MM/ KC2IOV, and her sailboat, the *Nereida*.

For Sale--1964 RHODES SWIFTSURE 33 - \$33,900

By Larry Pritchett



- ROLLER FURLING JIB
- STAYSAIL
- LAZY JACKS
- UNIVERSAL MARINE M25XPB DIESEL - APPROX 3,400 HOURS
- 35 LB PLOW ANCHOR
- GROUND TACKLE
- GPS
- VHF
- DEPTH SOUNDER
- FULL NAVIGATION LIGHTS
- AUTO PILOT
- REFRIGERATION
- CABIN FANS
- XTREX TRUCHARGE 40A BATTERY CHARGER
- (2) 6-VOLT TROJAN HOUSE BATTERIES
- (1) 12-VOLT STARTING BATTERY
- REWIRED VESSEL 2021
- NEW BREAKER PANEL
- (6) NEW OPENING PORTS

- LIFESLING WITH FIBERGLASS CASE
- BRAND NEW BIMINI FABRIC, SS FRAME
- DODGER WITH SS FRAME
- STEREO
- HOLDING TANK WITH MONITOR
- BARRIER COAT REPLACED 2020
- ANCHOR WINDLASS MANUAL
- SHOWN BY APPOINTMENT

PHONE: **727-502-7888**

EMAIL: **LPRITCHETT@BLUMEMECHANICAL.COM**

<https://www.curtisstokes.net/antique-and-classics-for-sale—rhodes-33-mystic-2792187.html>

NOTE: SLIP DOES NOT TRANSFER

World Travelers Mark and Ann Kanuck

Pix & Captions by Mark

A few shots on location....,

The 15" guns and British Spitfire add at the Imperial War Museum In London



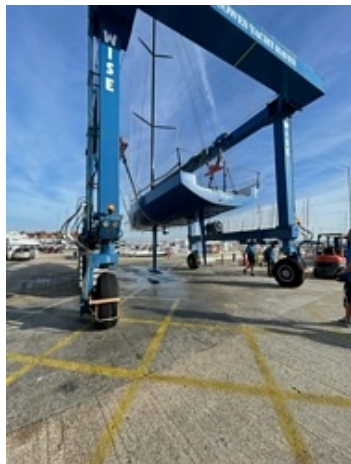
Boats at low tide in Cornwall.



Marina pics, classic sloop and ferry are located at Isle of Wight.



Sailboat on travel lift is racer belonging to the RYS (Royal Yacht Squadron).



Shoulda packed my SHBC shirt! 😊



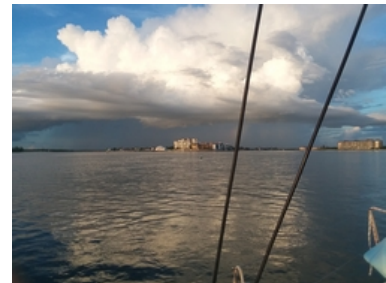
DELIVERY OF THE "STARMANIA" - July 11th - 17th, 2022

By: BRIAN GARRY; PIX: ARCHIVES

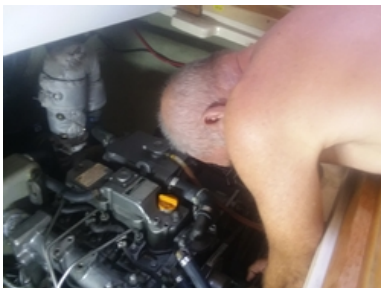


Day 1: Jack Youra and my wife Phyllis & I shoved off from our home, at **0930**, **11JUL22**, motored by car to **Ft. Pierce, Municipal Marina**, packed for a 7-day delivery, to **Palmetto, Fl, Regatta Point Marina**. Arriving in Ft. Pierce, at 1200. Joining us was **Capt. Paul Sliman**, owner of his own **42' Leopard Catamaran**, near the **STARMANIA's** berthing station. We all 4 pitched in to on-load food stores, etc., for our week long passage. It was extremely hot, and humid, but we were ready to **cast-off** by **1400**.

Winds were moderate, and SW, forcing us to engage the twin YANMARS for this **464 nm delivery**. Cruising at 7 kts, we had plenty of daylight, as we headed out of the **Ft Pierce Cut** to the open **Atlantic**. Maintaining a steady **184-190 heading** and inside the 3-mile line, we enjoyed the view of numerous massive waterfront estates. A few burps and flutters by our Port engine, and a slight fuel leak near the top of our starboard fuel tank, kept Capt. Jack & Paul quite attentive. Their vigilance and excellent Diesel skills kept us heading South. The good Phyllis and I, handled the Helm, & fed the Gang. As we passed WPB, after dark, we chose to **head inside** to the **ICW** at **Lake Worth**. In a strong current, we finally secured our ground gear, and called it a **53 nm day** about **2200**.



Day 2: At early light, I heard the diesel music revving up, while I prepped the morning grub, for our crew, along with much needed Java. We weighed anchor, and **shoved off** approximately **0640**, making a quick exit to the outside, and continued heading Southerly. Our **destination, 73 nm's to Key Biscayne State Park**. Seas were favorable, but the winds were still not much help.



Again, our Port engine took a gaff, as the RPM gauge headed to 0... Jack & Paul, headed to the aft engine compartment, to try and clear fuel filters, lines, tank debris, etc. The Starboard fuel tank leak, was near the neck (top) and had ceased to turn the bilge water red. Great news.

After using up many Diapers, & paper towels, old Port Side revved up once again. For the rest of the morning, we had two drives, but afternoon saw our Starboard power dwindle, and die. Plus, a summer storm was chasing us rapidly from our Starboard Qtr. Securing our Head Sail, and battening down the hatches, we pressed onward with 30 + mph breezes, across our beam.

Phyllis again, handled the lunch Mess, as Jack, Paul, and I shared Helm times. We made our destination before dark, and dropped the Hook, for a needed Swim Call. Tying off a safety swim line, to allow us all to grab a hold and return into a very healthy current, heading our bow, it was challenging our swimming strengths. A much needed fresh H2O shower was enjoyed aft, on the Port Stern outrigger. It was time for a Scotch & water, or beer, or wine. We all were a little tuckered, yet still laughing off the stress of the stale, old fuel, creating a Capt. Jack nightmare. **STARMANIA**, had been in the **Moorings rental stable**, for more than **3 years**, out in **Marsh Harbor**.



Day 3: Objective: **Key Biscayne to Marathon**, in the **Keys**, a **14 hr. run, 0700 - 2100**, and **77 nm's** under our keel. We had similar Winds, but we were rounding late in the afternoon, heading SW, and eventually S, past **Key Largo, Tavernier, Upper Maticumbe Region**, and finally **Boot-Key**. We stay outside on the Hook, first night, since it was late as we anchored east of the 7-mile bridge.

Day 4: Early AM, we made it into the 300 plus mooring ball field, and tied off. We needed some Groceries, plus parts, and R & R, which prompted Jack to say, let's have some fun. Using the nifty good sized inflatable Dinghy, we did lunch and dinner on **Marathon**. As usual Jack and Paul stayed intensely busy, wrangling with the Dual Engine stutters, coughs, burps, etc. Buying some more fuel filters, diapers, etc., and a Publix stop, kept us busy. Plus, we fueled up, with 104 gallons of H2O, & 65 of Diesel. Great Hurricane hole, there in Boot-Key.

Day 5: **ETD 0600**, and heading into open **Gulf waters**, for a **110 nm run**. Very lonely on this passage, only the Keys astern, and fading, no land insight until way late in the afternoon. Our engine skipping seemed to be a day of the past. Plus; we are able to fly the Head Sail and we gained some speed. Perhaps, **9 to 10 kts. steady**. A few squalls, were offered up by Mother Nature of course. But our crew seemed refreshed, happy, and less concerned about the YANMAR's lapsing. It was still daylight as we first spotted the **Southern tip of Marco Island**, and **headed inside**. Staying on the Hook, having dinner, wine, and a mellow evening was the order of the day.

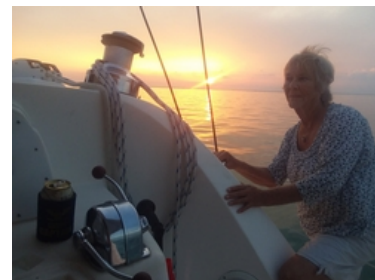


Day 6: **ETD: 0630**, out of the Cut, **heading 348**, we targeted **Venice Inlet, 90 miles to the North**. Again, summer storms, nothing too dramatic and I tried a little fishing from the aft. Not much luck, we were cruising a tad fast, to make the artificial lures look appetizing. Everyone is looking forward to heading into the famous **'Crow's Nest Marina** and eatery for a lovely dinner. Capt. Jack treated his Motely Crew to a fine dining experience, and we all three appreciated his kindness. We hit the Rack's early after showering, dining and toasting our near complete journey.

Day 7: Venice to Palmetto's Regatta Point Marina, just adjacent to the **rt. 41 bridge, North side**. A **53 nm day**, and **underway early, 0630**. **Heading slightly NW**, were rounded, **Ana Maria Island's northern perimeter**, approximately **1200**. Weather hot, not a lot of breeze, but we were motoring fast and furious to end this off shore adventure. I believe we made the **Marina**, around **1430 to 1500**... tied Her up, and began the off-loading hike, using the Only one hand cart, any of us could find, we all made several long hikes, from the **STARMANIA**, to our cousin's hubby, Wes Palmer, who so ever kindly volunteered to be our UBER driver back to Tampa, where Jack's Tesla, awaited.



In closing, permit Phyllis and I to **thank Capt. Jack & Paul**, for their fine seamanship, as well as Diesel Dr. know how, that ensured our Crew's safe and sound delivery of the **STARMANIA** in solid sea worthy condition. As well, Phyllis did a Yeoman's task, of cooking, shopping, Helmsman, and abled body crewman.



A huge **BRAVO-ZULU to Cap'n Jack Youra**, and his **First Mate Paul Sliman**.

Weather Cameras – Tampa Bay

By Mikey

Last month, I provided a link to traffic cameras around Tampa Bay. This month, it is weather cameras being featured. The web page presented here contains a dozen active cameras. These are the cameras seen on Fox13 TV.

If you click on one of the camera links and scroll down, you get an animated weather map too (different camera links have different amounts of zoom for the weather map).

Image is Downtown Tampa, Friday 16 Sep 2022, 8:45 PM.

<http://www.fox13news.com/live-weather-webcams>



UPCOMING FREE - "JAZZ ON THE WATERFRONT" - FRI. OCT. 28

BY ELLEN HENDERSON; Pix - Internet + Archives

Join us for another **FREE "JAZZ ON THE WATERFRONT"** - FRI. OCT. 28 @ 6:30 PM (to get a good seat) behind the Safety Harbor Spa. We'll be there by 6:00 pm to cordon off an area up front & you'll see our **SHBC Club Banner** attached to the lawn chairs. **Bring your lawn chairs and blankets.**

The Jazz Concert on OCT. 28 will take place on the waterfront property behind the Spa. There will be **vendors selling food and libations** or **you can bring your own dinner and wine** to share, to help make this evening memorable. Last year 26 souls joined us, as this is always a fun event & it's **FREE!** This year's main event is featuring **Voices of Jazz**, who will specialize in classic big band era jazz, swing and modern arrangements.

The **Safety Harbor Library Foundation** will pass the hat to help fund the building of the future second floor expansion of our wonderful Library, where we hold all of our SHBC Club meetings. So, bring an extra buck to two to contribute to the **Safety Harbor Library Foundation**. **Any questions: email ELLEN HENDERSON at ellenmaehenderson@hotmail.com** or call (H) (727) 797-9380 & leave a message. SEE YOU THERE!



I Gotta Get Me One Of These, With a Sail !!!



PIX: JAMES KEENAN

Lightning Detectors, Then and Now

By Mikey



When I was young, the best lightning detector was a \$10 AM radio. It was, and still is, capable of detecting lightning over 100 miles away. Now if a storm passes 100 miles away, your chances of seeing lightning from that storm are very slim. Of course this limits the value of the AM radio unless you can guess the distance by the speaker volume.

Jump forward more years than I like to admit. Modern electronics gives us the ability to approximate (notice I did not say measure) the distance of a strike. These new devices advertise a range of 25 miles, so you won't be bothered by storm activity in Orlando.

I recently saw a news story about a local manufacturer that makes the Talos units. Googling it showed their units were in the high end of the price range, at least our price range. But there are a lot of cheaper options. If you live and boat in the lightning capitol of the U.S., you might want one of these devices.

<https://www.google.com/search?q=talos+lightning+detector+amazon>

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Sentinel Newsletter Terms of Submission:

Material may be slightly corrected for grammatical or spelling errors, but generally left as-is unless you request otherwise. Ideally, a Microsoft WORD document would be easiest to process, but we can work with text, HTML, most word processors, or Google e-mails. **Videos cannot be converted to be used in the Newsletter**, but are okay if the end destination is the Club website. PDF files can now be converted, but the results are iffy. Text and image messaging to my cell phone, not so much. If you wish to submit your story or report in another word processor or document format, contact the S.H.B.C. Webmaster / Newsletter Editor (me) for discussing.

Submissions must be complete with text and images. If received after the 24th of the month, they will be held over for publication and not included in this current issue.

Images / photographs: If using a cell phone to take the picture, please hold the phone in the horizontal (**landscape**) position. Otherwise, they are rotated 90 degrees at my end. Unless of course it was your intent to put them in sideways, then please let me know.

Mike Hembrey
Webmaster & Newsletter Editor
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