



S.H.B.C. Sentinel

JULY 2023

V11N7

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.

NO GUEST SPEAKER AND **NO JULY SHBC** MEMBERSHIP MEETING

BY Mikey



Do **NOT** show up at the SHBC Library, as we are **NOT** having a JULY CLUB MEETING, which was decided by the SHBC Club Officers, since they feel most members will be on vacation. Instead, there will be the annual **SH Fireworks**. See details in a separate article.

Meetings should resume in September

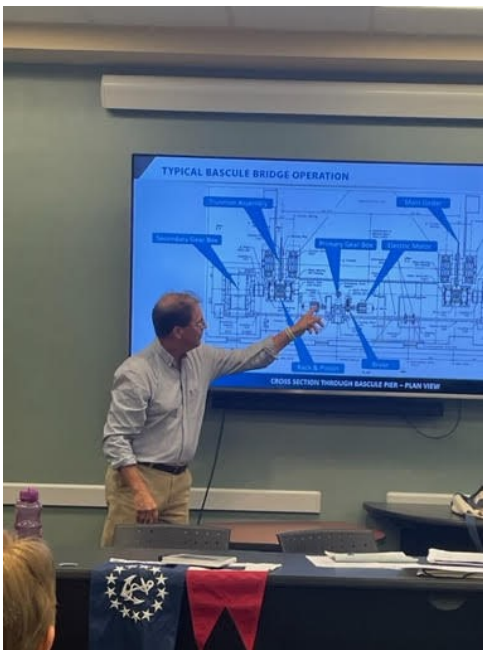
RECAP: GUEST SPEAKER FROM JUNE 7TH SHBC MEMBERSHIP MEETING - "MARINE DRAWBRIDGES OF PINELLAS COUNTY"

ARTICLE: ELLEN HENDERSON; PIX: GEORGE PATTON, MARK KANUCK



On Wed., JUNE 7TH at our SHBC meeting at the Safety Harbor Library, our guest speaker GEORGE PATTON, gave a presentation on the "MARINE DRAWBRIDGES OF PINELLAS COUNTY".

George Patton, PE, MSCE is the Chief Engineer, Principal Associate, and an owner of the firm Hardesty & Hanover (H&H). H&H is a Manhattan based firm with more than 500 employees and offices throughout the United States and the United Kingdom, including Tampa, where George works. H&H is considered the oldest engineering consulting firm in the country with a 136-year history, best known for its expertise in movable bridge engineering.



George has lived in Florida since 1971 and in Safety Harbor since 1989. He has a master's degree in structural engineering from the University of South Florida and has been designing movable bridges for more than 34 years. George conceptualized and led the design of some of Florida's iconic bascule bridges including:

- 17th Street Causeway Bridge at Port Everglades in Ft. Lauderdale,
- Circus Bridge in Venice,
- Royal Park Bridge over Lake Worth Lagoon in West Palm Beach,
- Treasure Island Causeway Bridge in St. Petersburg,
- Ocean Avenue Bridge in Lantana,
- NW 12th Avenue Bridge over the Miami River in downtown Miami,
- Matlacha Bridge in Pine Island,
- Southern Boulevard Bridge over Lake Worth Lagoon in West

Palm Beach, which just completed construction,

- Jupiter Federal Bridge at Jupiter Inlet, currently under construction,
- Beckett Bridge over Whitcomb Bayou in Tarpon Springs, which just completed design with start of construction anticipated at the end of 2023,
- Venetian Causeway East Bridge in Miami Beach.

SHBC JULY BIRTHDAYS AND ANNIVERSARIES - BON ANNIVERSAIRE!



Congratulations to those SHBC Members, whose Birthdays and Anniversaries fall in the Month of JULY. We have a lot of "Water Baby/Moon Child" celebrants this month. Plus, it seems July is a popular month to "get hitched".

CITY OF SAFETY HARBOR'S
INDEPENDENCE
DAY CELEBRATION
AT WATERFRONT PARK

NEW
DATE!

Saturday, July 1st

5-9 PM * FIREWORKS AT 9PM

presented by

blake
REAL ESTATE

DATE CHANGE! Safety Harbor's Independence Day Celebration presented by Blake Real Estate will happen on **Saturday, July 1, 2023, from 5:00 – 9:00 PM** with fireworks display starting at 9:00 PM.

Bring the whole family out to Waterfront Park and Veterans Memorial Park to enjoy live entertainment, vendors, music and children's activities. The event is free. Don't forget to bring your chairs or blankets.

The SHBC OFFICERS have voted **NOT** to have a Dock Party this year; so, if you plan to Celebrate Independence Day, either buy your food & drinks from the Street Vendors or BYO food & drink & plan to place your chairs or blankets behind the Safety Harbor Spa to watch the fireworks display.

Access Hatch Tent DIY

By Mikey



A low cost accessory for the boat, especially in Florida, is the hatch tent. We know keeping the boat closed up promotes mold growth and stale odors. But leaving the hatches open is not a good idea with rain storms popping up all around. A tent over the hatch is nice to have..

There are a lot of commercial versions out there, or you could even fabricate one yourself out of canvas. But I have an easier suggestion: buy one of the small tarps from Harbor Freight, or other bargain source, and rig that up as

your tent. No need to use Dyeema line either, good old clothesline is dirt cheap and holds knots quite well.

If it will be for occasional use, buy the cheapest thinnest tarp they sell. If you plan on leaving it up a month or more, they have some heavy duty tarps that will work out fine. The downside of the larger tarps is that they do not come in the smaller sizes. Just buy some brass grommets and cut it down. You might even get somebody to go in half's with you.

Next you can throw a tarp over the boom and cool the cockpit. There is nothing in the rule book that says sailors have to suffer all the time.



FREE CPR CLASS - INSTRUCTOR ANDREW HAWKINS

BY ELLEN HENDERSON; PIX: ARCHIVES

Since we do not currently have regular SHBC Club meetings during the Summer, instead there will be Classes held for Members and Guests.

Plan to participate in our **Wed., JULY 5th, SHBC FREE CPR CLASS from 5:00-7:45 pm at the Safety Harbor Library. Check-in** will start at **4:30 pm** and there will be a **questionnaire** to fill out plus you can buy your 50/50 tickets.

Reservations are open NOW for this **FREE CPR CLASS**. Please contact **Ellen Henderson at (H) 727-797-9380 or ellenmaehenderson@hotmail.com to RSVP** for your spot in the **class**.

We need a **headcount**, as there is only room for 25 participants; so, sign up for the **class** as soon as possible, as it will fill up **FAST!**

Our **INSTRUCTOR** will be **ANDREW HAWKINS**, who was our **previous Guest Speaker** in Dec., 2022, when he gave a presentation on "**MARINE FIREFIGHTING**".

Plan to attend our **FREE CPR CLASS Wednesday**



JULY 5th, 2023

5:00-7:45 pm

at the Safety Harbor Library



Andrew Hawkins is the **District Chief of Training & Safety** for the **Safety Harbor Fire Department**.



Andrew has been in the fire service for **over 25 years** in **Pinellas County**. He worked for **Clearwater Fire & Rescue** for **21 years** and was assigned to stations with **water rescue capabilities** including **jet skis, rescue boats, and fire boats**. During **Andrew's** time with Clearwater, he had several incidents involving **marine firefighting** both **from land** and from a **fireboat**. **Andrew's last 10 years** in the **fire service**, including his time with **Safety Harbor** has been involved in **training members** in the **fire service** including **water rescue** and **marine firefighting**.

WELCOME NEW MEMBER: TONY MARAZZO

By ELLEN HENDERSON; PIX by TONY MARAZZO



Tony was born and raised in **New York City**. He moved to **Florida 10 yrs. ago this September, from New Jersey**, where he worked for **AT&T** for almost **40 years** as an **Engineer**.

Tony's previous athletic endeavors included **running** many **marathons: New York City, Boston, Marine Corp, Los Angeles, etc.**

Among his previously remembered boating experiences was his trip from **Melbourne to Safety Harbor**. It took 7 days through the canals and across **Lake Okeechobee** with **Ron Poirson** and **Dick Greenhalgh, (his boat co-owner)**, when they delivered their new

Trawler **Gale Force** to the **Safety Harbor Marina**.

Boats that **Tony** has also owned included a **30' Sea Ray 2005, 30' trawler 1978** and his current boat **22' Seaswirl Striper** built in **1990**. They are all power boats. His boat partner **Dick Greenhalgh** introduced him to SHBC.

Although **Tony** has no sail boat experience, his Boating experience with SHBC has included Cruises and as a Race Committee platform.

His Hobbies are Car & Boat restoration.

Tony has Traveled all over the earth while working for **AT&T**.

He has a dog named **Bella**, which means beautiful in Italian. **Bella** is a 5-year-old mixed breed. **Tony** and his wife **Debbie** have three kids. **Diana, Stephanie & Jessica**.

Wish I had Known...

By Mikey

I wish I had known what **Lin Pardey** (sailing legend) did on his boat. But it is not too late for the rest of you. It is a simple thing called Halyard Loops.

As you can see in the picture, He ran a short line thru the mast cleat (center hole) and tied it in a loop. Then the main or jib line is coiled up and held by the loop, by hanging the loop on the cleat. Like I said, I wish I had known about this trick two sailboats ago!



The Prospect and Reality of a “Free Boat”

By Neil Fonger | Dogwatch, Projects, Good Old Boat Magazine



Thinking about taking on a free boat? Here is a story about a couple considering this venture. The story gives a pretty good picture of the scope involved.

“When an enticing “free boat” presents an opportunity, a couple does their due diligence en route to a tough decision.

My wife and I recently contemplated taking on a “free boat” project. Yes, it was free, and would only require us to pay for storage in a marina as-is, where-is. She is an Ericson 30+ that checked a lot of boxes for us as far as good pedigree, size, and layout. But as most “free” boats go, she had her issues.”

<https://goodoldboat.com/the-prospect-and-reality-of-a-free-boat/>

RACING ON LAKE MURRAY, NC

ARTICLE: ELLEN HENDERSON; PIX: PETER STEIN

PETER & ANTOINETTE STEIN competing their FLYING SCOT as they raced in a championship series with this Sailing Club they now belong to on Lake Murray, NC and they got an overall third place. They took a fifth, a third and two seconds places - almost a first.

Per Peter Stein, "That's racing for the first time in about 10 years, so they were Windjammers of Clearwater trained", where this writer used to compete with them.

PETER & ANTOINETTE previously participated in our previous SHBC 4th of July Dock Party Celebrations.



Boat & Engine Parts From the Car Parts Store?

By Mikey



Copied from a Moyner Marine email. Gasoline is not the only fuel source on board. There is battery outgassing (hydrogen) and stove fuel (Coleman fuel, propane, denatured alcohol). And there are the can propellants for paint and engine degreasers.

You have an outboard you say? Are your ignition and lamp switches explosion proof?

Moyner's email text...

Many of our customers give us a curious expression when we mention that our late model Delco starters are “Ignition Protected”. Confusion only grows when we mention that the starter they purchased at their local auto parts dealer is more than likely not ignition protected, and really shouldn't be used on their Atomic 4.

While it's true that keeping flammable fumes out of your engine compartment is the surest way to prevent an explosion, ignition protection is a very effective and inexpensive way to prevent an explosion in the event that gas fumes ever fill your engine compartment without you being aware of them.

As an Atomic 4 owner, it is to your benefit to understand what ignition protection is all about.

Ignition Protection came on the scene in 1978, when the Coast Guard began requiring that all spark producing equipment used on marine engines comply with "SAE J1171", a very specific protocol for spark producing components, which on the Atomic 4 includes the starter, alternator, distributor, and electronic fuel pump. All of these components when sold by Moyer Marine, whether through our catalog, or on a rebuilt engine are ignition protected, either by the manufacturer, or as a modification done by Moyer Marine (as in the case of Delco starters).

SO HOW IS IGNITION PROTECTION DESIGNED INTO A STARTER?

The first step is to install a steel disk between the motor and nose cone. A brass bushing in the center of the steel disk creates a partial seal around the shaft of the armature. We also install a rubber gasket between the solenoid and nose cone, and a hard rubber grommet around the electrical lug between the solenoid and starter motor.

NOTE: These modifications do not stop, but only slow the escaping gasses during an explosion within the starter, so that the flame pattern will cool off below the ignition point and not ignite the explosive atmosphere within the engine compartment itself.

THE SAE J1171 TESTING PROCESS

Before we could label or market any starter as being ignition protected, a sample of the starter, along with a detailed report of how it was modified, had to be submitted to an independent testing laboratory for a thorough (and very expensive) functional test as follows:

The starter to be tested is equipped with a fitting and tubing to supply an explosive mixture inside the starter.

The sample starter is then mounted inside a strong steel chamber (the approximate size of one of our engine compartments). This chamber is in turn filled with the same explosive mixture being supplied to the inside of the starter.



The starter is then operated until an explosion is confirmed to have occurred inside the test starter. To pass the test for Ignition Protection, the overpressure and flame pattern of the explosion within the starter must be released without igniting the explosive atmosphere inside the steel chamber itself. This part of the test is repeated 50 times.

You may notice if you purchased a late model Delco starter from Moyer Marine, it will be labeled "**Marine SAE J1171**". This label is required by the Coast Guard on all Ignition Protected equipment.

GOODBYE SHBC MEMBERS: WENDY PIOQUINTO and JUWAN (JB)

By ELLEN HENDERSON; PIX: ARCHIVES



We welcomed **NEW MEMBERS: WENDY PIOQUINTO and JUWAN (JB)** in the Spring of 2021 to SHBC. Wendy had zero boating experience prior to sailing. She's been Racing as a Beginner on "**Pegasus**" under the instruction of John Viverito and Ellen Henderson and she has taken to it like a duck and has found a new love in sailing.

Before joining SHBC, Wendy volunteered to help us prepare for the Jan., 2020 Club Change of Watch Party by preparing a Slide Show Presentation from all of our SHBC historical scrapbooks and photo albums for our 20th Anniversary Celebration.

Wendy and JB attended our July 4th SHBC Dock Party in 2021 and Wendy has since raced as crew several times on "**Pegasus**". She is now an advanced beginner racer. We are unfortunately losing Wendy and JB to the Tallahassee area, where she plans on Cruising and Racing with the local Sailing Clubs. Wendy will also pursue an additional degree in Computer Science and JB plans to get his PHD.

Good luck to them both, we'll miss them.

HOT AIR BALLOONS FESTIVAL - RT 82 & RT926 - 06/18/2023 7:47 PM EDT

PIX SUBMITTED BY JAMES KEENAN

Some came down within a couple feet from our pool and the lake.

Since SHBC didn't attend the Lakeland Linder Air Show this year, perhaps we'll regroup for 2024.



Marion Back Home

By Somebody, probably Marion



Marion Ruuge-Aronson is finally back hiking in the Smokies in Tenn. Beautiful day. Did Old Sugarland Trail with her friend Lumara.

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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 there is a video link provided and 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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