

# S.H.B.C.

## Sentinel

Sep 2014

V2N9

The S.H.B.C. Sentinel is a periodic publication containing the stories and pictures of past events. Material is provided by Club Members and Guests and rarely edited. Nothing provided here represents an official position of the Safety Harbor Boat Club.

### August Issue Comments

By Mike Hembrey

[1] Probably due to the blistering heat, the submissions for the Newsletter trickled in this month. One person said (excuse?) they could not write, but my answer to that is this: "WRITE SOMETHING! TAKE A PICTURE! If you were better at chugging than diagramming in high school, so what? Who cares? We are a club of boaters, not literary agents. With your permission, and by your request, I will clean up the spelling and grammar as best I can. Of course, I will not change it where I cannot figure out the intent of what you said.

[2] I did make the stop at Green Bank Observatory in WV. What does a radio telescope have to do with sailing, you ask? Keep reading. ☺

### Tribute to Connie Pope's Father

From E-mails by Connie Pope

Mike,

*Just want to let you know my Dad passed away Wednesday, August 20th, at the age of 86. We were together Tuesday. I stayed with him through the night and was with him when he passed at 9:00 am Wednesday...very peacefully into Gods arms and into my sister Carolyn's care. She passed last year on June 19th.*

*My Dad shared his love of the water and fishing with me. As an adult, I shared my love of sailing with him.*

*I treasure all the time that I have spent with my Dad...especially these past 6 years during his journey.*

*Thanks for including.*

*Connie*

## **Upcoming Tour of Port Tampa Bay Command Center - Redux**

By Ellen Henderson

Two years ago, on [August 21, 2012](#)

(<https://www.facebook.com/media/set/?set=a.418858031484685.84359.279591465411343&type=1>) Safety Harbor Boat club joined with two other groups for a FREE, docent led cruise in the Port Of Tampa, which is now call Port Tampa Bay. The day was organized by Ellen Henderson. Later we got together in Ybor City and had lunch at Carmines. Fantastic lunch with great people. This was followed by a tour of the Italian American Club in Ybor plus the Cigar Factory Museum and the homes where the cigar workers lived near the factory. If you go to our Club Facebook page, you see 8 photos [Port of Tampa Cruise](#).(<https://www.facebook.com/media/set/?set=a.418858031484685.84359.279591465411343&type=1>)

SHBC member, Paul Pope passed along the suggestion for this great informative tour, which we all thoroughly enjoyed. Paul was our Club's Guest Speaker for our JULY 2nd Meeting. Since he's a TAMPA PORT AUTHORITY manager in the IT Dept., Paul is very up-to-date on the current and future activities of the Port Tampa Bay. Who knew that 11,000 trucks pass through the Port on a regular basis. We learned so much about the Port that our appetites were wetted for a future Tour that Paul has set up for the Port's Command Center. Stay tuned for the specific date and time

## **Updated Race Schedule**

By Chris Dollin

Here is the race schedule for the rest of the year :

### ***Saturday Series :***

Sep 20 - 10am

Oct 11 - 2:30pm Commodore's Cup

Oct 18 - 2:30pm

Nov 8, 22 - 2:30pm

Dec 13 - 2:30pm

### ***Wednesday Series :***

All races 6pm, except October 8 Full Moon Race @ 7pm.

Sep 10, 24

Oct 8 - Full Moon Race 7pm

Oct 22

## A night out at the Harborita Margarita

By Ed Malek

A handful of Safety Harbor Boat Club members enjoyed a evening out at the new Mexican resturant in town know as, "The Harborita Cantina". Harborita? Did you get that? Safety Harbor ..... Harborita ... I just now got it. Pretty clever. Well I guess I can blame my over sight on the consumption of a couple a Coronas and like our Washington congressional representatives I have no recollection of how many margaritas went down the hatch.

Up until recently the Harborita Cantina was a popular Safety Harbor seafood resturant for several years known as the Nantucket Bucket specializing in New England style seafood. Address is 519 South 2nd Street. Earlier this year in January our boat club held our Christmas Party and trophy awards there. I was personally sorry to see Nantucket Bucket kick the bucket so to speak, especially when you had a two for one coupon which was a pretty good deal.

Our small group of sailors who decided to brave the perils of Mexican cuisine decided to eat out on the deck and was comprised of Captain Ron, (Poirson), Captain Jack, (Myers), The Fox, (Barry), Cory and Julie Knowles, Chris Dollin, and myself. The menu was basic Mexican, nothing exotic, priced very reasonable and everyone enjoyed the food and the service was top nocho. Pitchers of Margaritas are only \$10 and were very popular with our crew. I don't recall any of us going inside the Cantina so there will be no description of the decor. Overall we all had a very enjoyable evening, great conversation, drawing sailing tactics on napkins, sail trim, and of course coming up with solutions to solve all the world's problems.

For any new members in the club or even existing members I highly recommend joining us for a social evening out, usually once a month, and learning who and what your fellow members are about plus you maybe surprised about how much you can learn about sailing. We have some very experienced sailors in our club.

Fair winds and good sailing to all,

## Road Trip !!! (Part 2)

By Mike Hembrey

Remember this from last month?

Quick diversion: I went back later in the week to get fried oysters. Their menu item said "roll", but it was not a burrito style wrap like you might expect. It was really more like a sub (oyster sub sandwich, really???), so I asked them if they could keep the bread and spicy mustard. Ordering the oysters was a big mistake. They were so fresh and delicious that I don't think I can ever eat Tampa Bay oysters again.



It was not long before I started looking for fried oysters in this area. I stopped at Red Lobster and asked if they had Fried Oysters. The waitress said "no" and the manager immediately corrected her with "yes". It seems they take the oysters from the half-shell appetizer and bread + fry them. Not quite Long Island, but pretty good in my opinion.

Or this one?

On the way home, I will be stopping at the Green Bank Radio Observatory (<https://public.nrao.edu/tours/visitgbt>) in West Virginia to satisfy my Electronics Geek side. I will not have pictures in time, so you are getting a pre-announcement for the September issue.

Spoiler alert! If you ever go to this place, MAKE SURE you have a regular Garmin type GPS (or in-car navigation or OnStar Nav) with you. I used my cell phone with GPS enabled and Google Maps. They were amazed it worked all the way to the site. There are NO cell towers within a 50 MILE RADIUS of that place! Forget using Wi-Fi, TV, CB, and HAM radios either. More on this radio thing later.

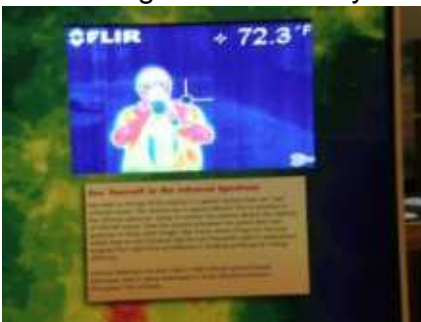
Getting there was fun, sort of. I ended up behind an 18-wheeler, which was okay with me even in the Vette. He seemed to know where all the hairpin turns were located and slowed down in time for them. The really curvy road is Highway 220. I think it is named that because it has 220 hairpin turns.



I timed my arrival for the opening of the Welcome Center and was just 15 minutes early. Unfortunately, it would be another 2 hours before the snack bar with coffee opens. So I wander around looking at the Gift Shop while waiting for the 9:00am tour. Unlike all the other science-orientated gift shops I have visited, like Space Camp in Huntsville and Kennedy Space Center in Titusville, as well as many children's museums, the prices for the children's items were **very** reasonably priced. Stuff for grown-ups, not so much. So Jasmine and Juliana get gifts shipped to them. Jacquie and Jason get no toys, but the girls are used to sharing. ☺

At 9:00am, I am told that tour has been cancelled because there were not enough people. They did promise the 10:00am tour would take place no matter what. Another hour to kill, so it is off to the museum!

The museum was not very large, but had a lot more information about radio astronomy than what these images here convey. Radio Astronomy is not impacted by all the things like clouds and atmospheric distortion that plague visible light astronomers. This even includes the gas and dust clouds around nebulas and galaxies and all that stuff. By the way, infrared is not considered as part of the visible light spectrum.



In the image labeled FLIR, yes, just like the FLIR cameras you can get for your boat (sailor link), you will see a dark spot between my hands. That is my digital camera and is radiating much less energy than my arms. IR cameras usually show heat as lighter areas and lack of heat as darker areas, but here false color is used to emphasize the temperature gradient. What you also see is proof that I am one hot dude! Ha ha!



A gentleman named Grote Reber ([http://en.wikipedia.org/wiki/Grote\\_Reber](http://en.wikipedia.org/wiki/Grote_Reber)) is considered the father of radio astronomy. He picked up on the work of Karl Jansky and built his own 31.4 foot diameter telescope in his back yard using wood from the local hardware store. It would have been larger, but they ran out of lumber. The telescope now sits in front of the welcome

center at Green Bank, after being purchased by the NRAO (<http://en.wikipedia.org/wiki/NRAO>) for their use.

You have to remember the equipment used for radio astronomy in the 1930 era is quite primitive by today's standards. In fact, he was not successful detecting radio waves from space until he tried a third time, lowering the frequency each time.



The museum has a model of the Robert C. Byrd telescope, named after the major contributor and promoter, that stands about 15 feet tall. This telescope (the real one, not the model) is the world's largest fully steerable radio telescope. Looking through the break room window, you can see the actual telescope. To give you a better idea of the size, I used the 20X optical zoom of my camera at the beginning of the bus tour. Those trees on the right are about 1000 feet closer, and still look small. The telescope is HUGE!



I was the only tourist on the bus, which worked out great. The girl driving was very knowledgeable. I got a one-on-one tour guide, and it turned out her father worked there as well. That gave her the ability to see and do things beyond the normal.

I got to ask a lot of extra questions that would not have been possible with a bus full of tourists. For example, did you know long-needle pine trees were ideal for absorbing radio waves that interfere with the telescope research?



My last three pictures were taken just before entering the gated area. One has a test stand on the left and three radio telescopes in the picture. Can you spot the third one? I think she said there were actually 14 active radio telescopes at the site. The site belongs to the US Naval Observatory. Those are the same people that do the image reductions at the visible observatory in Flagstaff, AZ. They provide data for stellar charts and the Nautical Almanac (another sailor link). I got a tour of that place too, by accident, but that is another story.

Using the 20X optical zoom of my camera, I captured the Byrd antenna. It is so large, I had to take the picture in two parts to convey the size of that thing. It was commissioned in the summer of 2000, weighs 16 million tons, and sits on a circular track using 16 steel wheels. That is about 1 million tons per wheel, right? They should have consulted with a railroad engineer because the wheels scuffed a micron-thick layer off the track and it went out of alignment. A lot of money, a lot more work, and a Teflon coating later, they expect that to not ever happen again. Right, got me convinced!

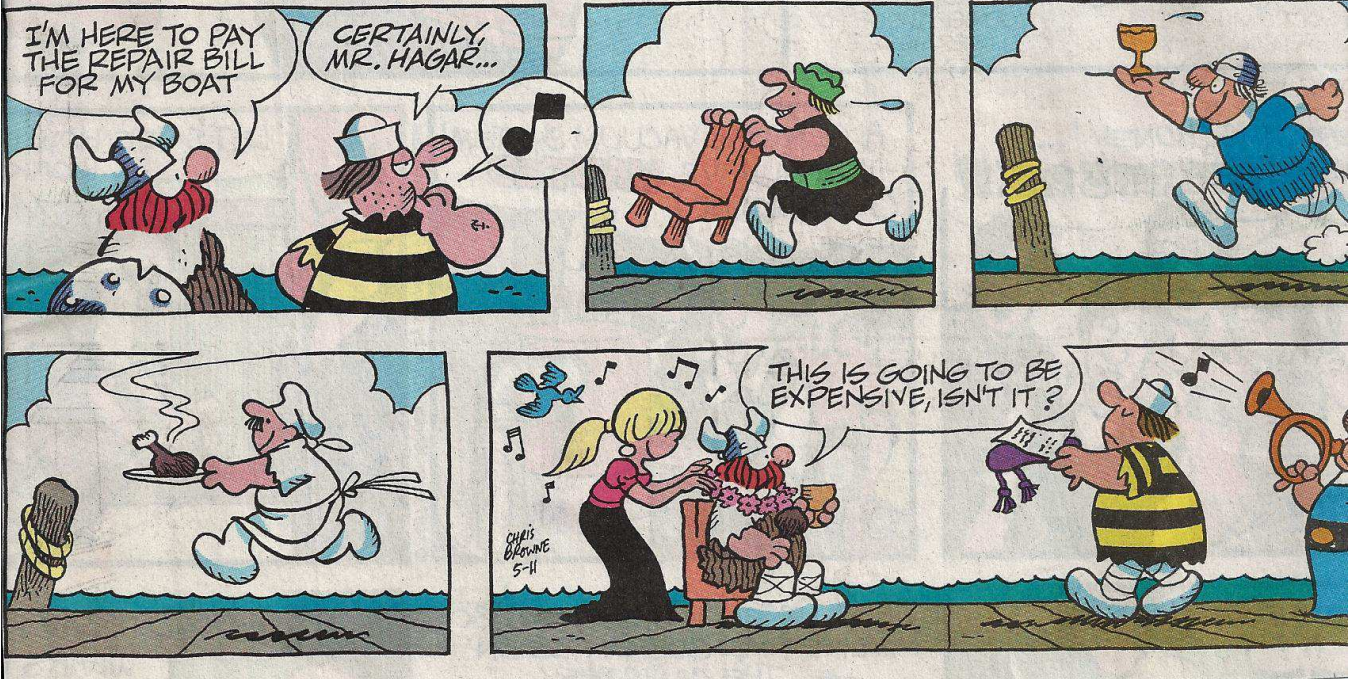


There was a lot more to see and learn. Digital cameras and phone cameras generate a serious amount of radio noise. I should have borrowed Ellen's Instamatic. Most research there is considered public domain. Russia is purchasing research time on one of the telescopes, but the work is classified. Whether or not the NSA does anything there is classified. Gasoline engines are prohibited due to the spark noise. Do they make diesel lawn mowers? How can anybody stand to live with 1940's technology? Can you imagine NO TEXTING? And on and on and on.....

There is a lot of trip detail not in this story. Maybe someday I will tell you about the girl sitting on the bench outside the Welcome Center, eating an ice cream cone. She never said it directly, but I got the feeling Green Bank would be a good place to go off the grid and hide from somebody else.

Mikey

Below is some material Ellen thought might be nice to include. I also have the Offshore Checklist in PDF form if you need it.



## SAILING

Although sailing as a means of transportation predates history, sport sailing, or yachting, seems to have originated in the 17th century in Holland. From there it was introduced into England somewhere around 1660 by Charles II, and eventually spread to the American colonies. Then, as now, it was

common for sport sailors to join together for social and recreational purposes in groups known as yacht clubs. The world's first such club was founded in 1720 at Cork, Ireland.

The oldest continuously existing club in the United States is the New York Yacht Club which was founded in 1844. In 1851, members of the NYYC raced the schooner *America* against British competitors around England's Isle of Wight. Victorious, they deeded their trophy to the NYYC. It became known as the *America's Cup*, giving it's name to the oldest and most prestigious event in international sailboat racing.

**If most rain comes from water that evaporated from the oceans, why doesn't it rain saltwater?**

Because, although the various salts in the oceans are physically dissolved in the water, they are not chemically bonded to it. So, when the water evaporates upward, it leaves the salt down below. And you'll be happy to hear that the same applies to plenty of other undesirable impurities as well. Otherwise, every cloudburst would shower you with tiny bits of sea spiders and slime and a whole host of other stuff you

don't even want to *think* about, much less get soaked with every time you forget your umbrella.



# PREPARING YOUR VESSEL FOR OFFSHORE SAILING

The other day, a few of us were discussing what one should, or should not do before beginning an offshore voyage. It soon became clear that most new sailors have little available resources to guide them in this process. We have also faced the same situation and found that a check list is very helpful.

What's needed to prepare for an offshore voyage? This varies with individuals and boats, but one should have some kind of plan to try to ensure that all bases are covered.

A copy of our latest revised, list follows. Modify it for your vessel and don't be surprised if you add items. Going through your vessel with a checklist like this makes for "trouble-less cruising," with the emphasis on less, not none.

## Hull and Deck

- 1. Ensure that all through-hull shut offs operate freely.
- 2. Ensure that there is a wooden plug, secured with a lanyard, at each through-hole.
- 3. Inspect all hoses and hose clamps.
- 4. Ensure that all electric bilge pumps are operational.
- 5. Ensure that manual bilge pumps are operational and the handle is secured with a lanyard.
- 6. Ensure the bilge is clear of any debris.
- 7. Inspect the steering system.
- 8. Ensure that the steering wheel king spoke is marked.
- 9. Ensure stanchion bases are bolted through the deck with a backing plate.
- 10. Ensure all clevis, cotter, and set screws are secured.

## Below Deck

### Stowage

- 11. Ensure all heavy items: ice box lid, storage batteries, tools, spare anchor, etc. will not come loose if boat rolls.
- 12. Ensure head is operational and a spare parts kit is aboard.

### Watertightness

- 13. Ensure ports, hatches, stanchion bases, and hand rails are leak-proof and deck plates are available for ventilators.
- 14. Ensure there are working spare shutters for damaged ports.

### Companionway

- 15. Ensure hatch boards can be secured so they will not fall or float out.
- 16. Ensure the companionway ladder is secured.

### Rigging and Sails

#### Standing Rigging

- 17. Inspect all shrouds, tumbuckles, toggles, and spreaders for chafing, fatigue, cracks or failure.
- 18. Ensure all cotter pins are in place and properly taped.

#### Running Rigging

- 19. Inspect halyards, sheets, reefing lines, and shackles for wear, fatigue, and failure.
- 20. Check winches for smooth operation and proper lubrication.
- 21. Ensure a lock-in handle for winches mounted on the mast.

#### Sails

- 22. Inspect all stitching and hardware for fatigue and wear.

## Instruments

- 23. Ensure all electronic equipment is operational.
- 24. Ensure an adequate supply of the proper type fuses.

## Navigation

- 25. Ensure proper navigation publications and charts are aboard.

## Ground Tackle

- 26. Ensure proper type anchors, rodes, and proper stowage.
- 27. Ensure rodes are marked each 25' with cloth strips or paint.
- 28. Ensure windless shaft is tight, greased and oil is topped.

## Power Plant

- 29. Ensure adequate fuel and fuel filters are aboard.
- 30. Ensure batteries are secure and water is at proper level. Add baking soda to battery boxes.
- 30. Check installed and spare alternator's output.
- 31. Ensure oil and oil filters are aboard for several changes.

## Emergency Equipment

- 32. Ensure EPIRB is operational, check battery date.
- 33. Ensure man-overboard lights are operational - new batteries.
- 34. Ensure flashlights are operational - new batteries.
- 35. Ensure all man-overboard gear is operational.
- 36. Inspect the inflatable dinghy and life raft.
- 37. Inspect safety harnesses.
- 38. Inspect life jackets and attached whistles.
- 39. Inspect first aid kits for contents and expiration dates.
- 40. Inspect flares for dates and condition.
- 41. Check emergency water supply.
- 42. Ensure emergency radio antenna is aboard.
- 43. Ensure emergency compass works.
- 44. Ensure emergency tiller is operational.
- 45. Ensure emergency parachute anchor is operational.

## General Equipment - aboard and in good condition

- 46. Bosun's chair
- 47. Buckets with lanyard
- 48. Diving mask and swim fins
- 49. Drift pins, large hammer to knock out clevis pins
- 50. Spare snatch blocks
- 51. Liquid lubricants
- 52. Lead line
- 53. Light line - marlin, nylon, or Dacron
- 54. Matches in waterproof container
- 55. Assorted small diameter lines, various lengths
- 56. Paper towels
- 57. Rigging knife
- 58. Sailcloth for repairs
- 59. Sail repair kit, rigging tape, waxed twine
- 60. Sharpening stone for knives
- 61. Tape - duct, electrical, and ripstop
- 62. Timepieces and spare batteries
- 63. Tools, screwdrivers, and wrenches to fit every fastening.
- 64. Cotter pins and assorted fastenings
- 65. Hose clamps and hose
- 66. Spare winch handles

## Rudder

- 68. Inspect for any looseness or wear.

## Hull-Deck Joint

- 69. Inspect carefully, caulk with sealant if needed.

## Galley Stove

- 70. Inspect propane system, flexible feed line, fuel shut offs.

## Lamps

- 71. Inspect wicks, fill. Have spare oil and wicks.

## Electrical Wiring

- 72. Inspect wiring, replace corroded and worn areas.

## Fire Extinguisher

- 73. Inspect for charge, powder should be loose.

## Alarms

- 74. Ensure all engine alarms are working.
- 75. Ensure smoke detector is working - new battery.
- 76. Ensure propane alarm is working.
- 77. Ensure high water alarm in bilge is working.



# TWO WAYS TO RENT

## AT BOAT/U.S. MARINE CENTERS

Select BOAT/U.S. Marine Centers are stocking a limited number of rental units

- availability is first-come, first-serve
- rental consists of a 406 EPIRB, VHF radio, GPS unit, 2 SOLAS flares
- \$35 weekly rental fee, six week max rental
- rental unit must be returned to Marine Center from which it was rented
- visit these participating stores:

Annapolis, MD  
163A Jennifer Road  
410-573-5744

Brick, NJ  
2770 Hooper Avenue  
908-477-9661

Ft. Lauderdale, FL  
505 W. Broward Blvd.  
954-523-7993

Detroit, MI  
2212 E. 14 Mile Rd.  
(Warren)  
810-939-5050

Fairhaven, MA  
29 Berdon Way  
508-992-8484

Charleston, SC  
2049 Savannah Hwy.  
803-763-6360

San Diego, CA  
1212 Knoxville Street  
619-276-6852

Marina del Rey, CA  
5780 Mesmer Avenue  
(Culver City)  
310-391-1180

## CALL TOLL FREE 888-66-EPIRB

Mail order available nationwide

- reservations accepted up to six months in advance of travel date
- rental consists of a 406 EPIRB
- \$30 weekly rental fee; we pay for round-trip shipping
- six week maximum rental
- lines open Monday to Friday, 8 a.m. to 5 p.m. eastern time





The **Vessel Safety Check** is a complimentary check of your boat conducted by members of the Auxiliary, confirming that it meets both federal and state requirements for safety.

No citations are issued and the results of the safety check are not reported to any enforcement agency, but a decal is awarded to display if the vessel has passed the examination.

An example of some of the items checked include:

- Life Jackets
- Registration and numbering
- Navigation lights
- Ventilation
- Fire extinguishers
- Distress signals (flares, horn, etc.)

All of these items are currently required by state and federal laws and, if missing or non-operating, can result in a citation if your vessel is inspected by the Coast Guard.

The Vessel Safety Check gives you a risk-free way to check that you meet the legal minimums and to potentially avoid a citation later.

**Sign up for free vessel safety checks  
at your boat's location:**

**(727) 736-1191**

**Email: [boatsafeaux@gmail.com](mailto:boatsafeaux@gmail.com)**

**or at our website:**

**[www.dunedin-coastguardaux.com](http://www.dunedin-coastguardaux.com)**

## **ABOUT BOATING SAFELY (ABS)**

A condensed version of **Boating Skills and Seamanship (BS&S)**, this class is often taken by Personal Water Craft (PWC) owners as well as **boaters and their families who don't have the time for a longer program.**

A **Florida Boater Safety Certification Card** will be awarded for successful completion. The course is taught in two, four-hour sessions which may be on the same day or two consecutive days.

Topics include:

- Introduction to Boating
- Safe Operation of a Boat
- Rules of the Nautical Road & Aids to Navigation
- State and Federal Boating Law
- Boating Safety Equipment
- Problems on the Water

**Reserve your course today or sign  
up for free vessel safety checks at:**

**(727) 736-1191 or at our website:**

**Email: [boatsafeaux@gmail.com](mailto:boatsafeaux@gmail.com)**

**[www.dunedin-coastguardaux.com](http://www.dunedin-coastguardaux.com)**

**Registration for both the BS&S and  
ABS Courses will be the week prior  
to the class.**

**Dunedin Marina Classroom**

**2nd Floor**

**(next to the Harbormaster)**

**51 Main St., Dunedin, FL 34698**

**Boating Safety Courses 2013  
US Coast Guard Auxiliary – Dunedin**

Class	Class Dates	**	Register
ABS	Jan 26 & 27	\$35	Jan 21
ABS	Feb 23 & 24	\$35	Feb 18
ABS	Apr 6 & 7	\$35	Apr 1
BS&S	May 6, 8, 11, 13, 15 & 16	\$50	May 1
ABS	June 22 & 23	\$35	Jun 17
ABS	July 20 & 21	\$35	Jul 15
BS&S	Aug 19, 21, 24, 26, 28 & 29	\$50	Aug 14
ABS	Sept 21 & 22	\$ 35	Sept 16
ABS	Oct 26 & 27	\$ 35	Oct 21
ABS	Nov 16 & 17	\$ 35	Nov 11

**Boating Skills and Seamanship (BS&S)**  
Six Sessions: Weekday nights 7:00 – 9:00 pm  
Saturday 9:00 am – 1:00 pm (3<sup>rd</sup> session)

**About Boating Safely (ABS):**  
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\*\* Attend class with 2 or more and get a  
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Reserve your course today or  
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Registration and classes at:  
U.S. Coast Guard Auxiliary Classroom  
Dunedin Marina - 2nd Floor  
(next to the Harbormaster)  
51 Main St., Dunedin, FL 34698

**Free  
Vessel Safety Checks**

**QUESTION:**  
**WHAT'S THE COST IF MY BOAT  
GETS BOARDED BY AUTHORITIES &  
THEY FIND EQUIPMENT VIOLATIONS?**

**(Partial) LIST OF VIOLATIONS**

Violation (Select Few)	Coast Guard	FWC	Sheriff	USCG Auxiliary
Life Jacket	\$ 50.00	\$35.00	\$35.00+	\$ 0.00
Fire Extinguisher	\$ 50.00	\$35.00	\$35.00+	\$ 0.00
VDS / Flares	\$ 50.00	\$35.00	\$35.00+	\$ 0.00
Numbering	\$ 50.00	\$35.00	\$35.00+	\$ 0.00
Horn/Whistle	\$ 125.00	\$35.00	\$35.00+	\$ 0.00
Running Lights	\$ 100.00	\$35.00	\$35.00+	\$ 0.00

**ANSWER:**  
**\$0 -- IF YOU GET A FREE VESSEL SAFETY  
CHECK BY THE COAST GUARD  
AUXILIARY & TAKE CARE OF THE  
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BY THE COAST GUARD, SHERIFF OR  
FISH & WILDLIFE!**

**\$5 discount per each student in your  
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Email: [boatsafeaux@gmail.com](mailto:boatsafeaux@gmail.com)  
[www.dunedin-coastguardaux.com](http://www.dunedin-coastguardaux.com)**

## **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. If you wish to submit your story or report in another word processor or document format, contact the S.H.B.C. Webmaster for discussing.

***Submissions must be complete with text and images. If received after the 26th of the month, they will be held over and not included in the latest issue.***

Images / photographs: If using a cell phone, 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  
S.H.B.C.