



S.H.B.C. Sentinel

V4N10

October 2016

The S.H.B.C. Sentinel is a periodic publication (terms of submission, last page) containing the stories and pictures of past events. Material is provided by Club Members and Guests and barely edited. Nothing provided here represents an official position of the Safety Harbor Boat Club.

GUEST SPEAKER FOR OCT., SHBC MEMBERSHIP MEETING BY ELLEN HENDERSON



Plan to attend our Wed., **OCT. 5** SHBC meeting at 6:30 pm, at the Safety Harbor Library.

Our guest speaker will be Lisa Hinton, who is the President of the local Pinellas County Chapter of the Sierra Club. Lisa's topic will be "Climate Changes and the Effects on Sailing". This will be an interactive discussion, so plan to bring your questions and concerns.

A New Buoy Has Been Adopted!

By Barry Fox



"The orange buoy is back in place due to the generosity of Gerry Corbino, who donated the buoy and associated ground tackle. Thank you Gerry!"

RECAP OF SEPT SHBC MEETING PRESENTATION:

"Captain Bligh"

BY ELLEN HENDERSON

Our **SEPT.** guest speaker was **Keith Law**, who gave a presentation on "**Captain Bligh**", of the famous **Mutiny on the Bounty**. We learned that he was born in Cornwall, England and had previously sailed under **Captain Cook**. **Bligh's** wife's family owned a shipping line. His command, the "**Bounty**" was 90' long and 25' wide and it took them 2-1/2 years (from 1787-1789) to reach their destination, Tahiti in their search for breadfruit to be taken to the Caribbean to feed the slaves on the plantations. They typically had three watches with a "watch captain" for each, with four hours on and eight hours off watch.

They spent two weeks battling the high winds at Cape Horn before turning around to go around the Cape of Good Hope at the Southern tip of Africa. Their crew was a total of 46 souls, including two botanists and a surgeon, who died of alcohol problems. They were in Tahiti for five months while waiting for the breadfruit to grow enough from seeds to be transported.

The mutiny, initiated by **Fletcher Christian**, who was the son of nobility, occurred three weeks after leaving Tahiti. The incident, which precipitated it was over someone stealing a coconut, while the officer of the watch was asleep. **Christian** and his six mutinous crew tied **Bligh** to the mast; then **Bligh** and the crew loyal to him were put in a 23' long boat with a primitive sextant, sailed to Tonga, which was 4161 miles away in 47 days. **Bligh** made charts of the islands around Fiji.

Meanwhile, Christian and his 19 crew sailed back to Tahiti and took 13 natives and went off to Pitcairn Island, where they burned the **Bounty**. In 1808 they were found and all that remained were John Adams and 32 children. The **HMS Pandora** also discovered them in 1814.

Back in England, Bligh was found "not guilty" after his court marshal and was promoted to full captain 3 years later. In 1806, Bligh was made **Governor** of a penal colony in Australia and was later involved in the Rum Rebellion in 1808. He died in 1817.

Labor Day Party and Race

BY ELLEN HENDERSON

The **SHBC LABOR DAY RACE** started off at 10:00 am with five boats: "**Amelia**", "**Wanderlust**", "**Incentive**", **Cam's Sunfish** and "**Jewel Anne**". Some of the boats dropped out either due to very light winds or the impending storms, with the exceptions of **Cam's Sunfish**, which finished in 1st place, followed by **Barry Fox's "Amelia"** and "**Wanderlust**".



Most of the competitors went home to rest up for the 4:30 pm Club Party. **Barry F.** and **Ellen H.** unloaded their cars with the decorations so that the Decorating Committee consisting of **Joe and Jamie Kelley, Susan Zinkel, Lisa Lanza, Bob Sullivan and Ellen Henderson** could get into high gear to adorn the Marina Pavilion in red, white and blue Holiday regalia, while **Sherry and Mike Duffy** set up the food presentation tables with plates and cutlery, etc. We had a slight altercation with the Pokémon People, as they didn't want to be displaced from their perches at the various picnic tables. After they saw that we did indeed have a permit and we ushered them to one table, schmoozed them a little, while we prepared the pavilion; they mostly calmed down and one of their "flock" (a retired Coast Guard officer) actually came to our SHBC Sept. meeting.

Just after we finished decorating and members started to arrive, the first monsoon hit SH.



Fortunately, Mike Mintz saved the day. He brought his I-pod, which had great music from the late 50's and early 60's. A bunch of us started singing old favorite HS era songs and dancing (in our foul weather jackets) and we basically ignored the heavy rains. About 25 people then showed up after the storm abated and a good time was had by all who attended, especially because of **Joe and Jamie Kelley's** Jumbo size Jenga game that was made from scratch for **SHBC**.

Barry Fox and Sherri Rutland won

the first semi tournament and have bragging rights. **Linda and Curt Brandt** had a Corn Hole game made with the club burgee design, (art by **Ed Malek**). The pot luck party food was plentiful and outstanding.



After a couple of hours of dry weather, the rains threatened again, so the clean-up committee: **Dale Cuddeback, Ron Poirson, Brian and Phyllis Garry, Barry F, Sherri R., Ed M., Joan Marzi, Mike and Sherry D.** plus **Ellen H.** quickly put the Pavilion back to its pre-party condition, so the Pokémon People could resume their quest for points/levels.

SHBC BIRTHDAYS

SUBMITTED BY ELLEN HENDERSON

Congratulations to those SHBC Members, whose Birthdays fall in the Month of October. Make sure to say Birthday greetings to them, when you see them.

Birthdays:

10-9 Ted O'Brien

10-14 Gina Breece

10-22 Rose Mintz



10-28 Dale Cuddeback

10-30 Yvette Maldonado

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Mark your calendars for October 22, 4PM, Safety Harbor Marina Pavilions.

This is our **SHBC Annual Chili in the Casket Cook-off and Halloween Party.** (As always, Monsters welcome.)

So for all you Chili cooks out there gather all your secret ingredients and potions off your spice racks and go the coveted Blue Ribbon and bragging rights for a full year.

But wait, there's more! A prize for each of the top three Chili concoctions! And a huge supply of Tums for those with a queasy stomach plus a bilge pump for any of those experiencing any serious indigestion.

And don't forget to put together the scariest or the cleverest cos-**tomb** you can imagine. Ohhhhhhh that was really bad!
Best cos-**tomb** wins a nice prize!



In addition, there will be a short interlude of Zumba Line dancing since the feedback from the last Zumba event had overwhelming positive feedback.

Also if members and guests could bring a side plate of something to go with the chili that would make the Goblins happy.

Check your email for any updates regarding the party...

Ed Malek
Vice Commodore

HURRICANE SEASON, 2016 First Landfall

By Dale Cuddeback, S/V Incentive

In a one-sided discussion with Ellen Henderson (just kidding Ellen) I was asked to take pictures of the marina during TS Hermine. I tried to beg off but you know the persistence of Ellen. My phone camera doesn't take good pictures so I agreed to write something about the impact of storms on the marina if Ellen would find someone else (Thanks Linda!) to take pictures. These descriptions are based totally on personal observations and perceptions. I include some past hurricane recollections as memory serves.

I have had a boat in the marina since 1993 and over these many years the marina has gone through many side-swipes (no direct hits) by hurricanes similar to the recent tropical storm TD9 which became Hurricane Hermine. Short of a direct hit, I think one of the worse parts of a hurricane threat is the frantic preparation get the boat ready for the predicted wind and surge of water. Over the years I find myself becoming complacent and either forgetting to do certain preparations or gambling that the worse will not happen and intentionally short-changing preparations. Back in the early days of readying for a hurricane hit, several of us marina boaters would motor over to what we called the hurricane hole. The hole would fill up with 5 or 6 boats belonging to very anxious boat owners. During one particularly ferocious near-miss, several boats washed up on an embankment in the hole. It was an adventure getting the boats back in the water. Patrick had a pontoon boat at the time and relished the opportunity to fully enjoy pontoon ownership by successfully pulling boats back into the water during a following high tide. Patrick's feet became targets of gratefulness after that. Over the past ten years, no dire storm threats have happened and we boaters have rarely gone to the hole in the past 5 years (because we are slow to pick up on trends).

As we begin to sweat out the 2016 hurricane season, I am reminded of Hurricane Elena in 1985. That was the year I bought my first sailboat. I had started looking for a sailboat several months earlier but had not found what I wanted. Near the end of August of 1985 I was returning from a one-week business trip to California and was looking forward to getting back to Florida to enjoy Labor Day weekend at home. Elena was in the Gulf of Mexico headed west to Texas (one of my favorite destinations for gulf hurricanes) when we took off in California and so I had no worries about it, or so I thought. It was dark as I landed in Tampa. As I was driving across the Courtney Campbell Causeway to Safety Harbor, I noticed the dense stream of car lights going east towards Tampa. There was only the occasional car going west toward the Gulf beaches. I turned on the radio and heard that Elena had reversed direction and was now headed directly to the Tampa

area. Evacuation had been ordered and when I got home my family was panicking. They had opened up the house and turned off the A/C. Calming everyone down, I closed up the house, turned on the A/C and sent everyone to bed. A police car drove past my house several times blaring the evacuation. My house is over 25 feet above sea level so I was not worried about flooding. And all the trees were young enough to stay upright. I turned out all the lights except the TV and sat up watching the weather all night. We got wind and rain but being 25 feet above sea level I was not worried.

The next morning, I braved the weather and drove north on McMullen Booth to Main street and to downtown Safety Harbor. I walked to the marina which at that time was filled with mostly old fishing boats and a dilapidated house boat, mostly eye sores that were rarely used. There apparently had been a surge of storm water over 4 feet high or more during high tide in upper Tampa Bay. The house boat had washed up onto the parking lot along with the wrecks of a good many fishing boats. Nothing looked salvageable. The water level was over Bayshore Blvd and was rising toward Main street before it began to recede. I didn't have a boat then and so I was just looking on with curiosity. The marina had taken a catastrophic hit that destroyed the docks and would have to be rebuilt. There was a boat in the southwest corner of the marina that didn't sink but was damaged. I looked out on the bay and saw a lone sailboat violently pitching and rolling in the turbulent bay but appeared to have rode out the storm just fine. The storm lingered offshore for a day or so dumping a lot of rain before slowly departing the Tampa area.

About two weeks later I finally succumbed to the nautical sirens (described in Homer's Greek classic book "Ulysses") and bought a new Hunter 23 sailboat with a boat trailer. My intent was to trailer sail with my two sons as crew. However, it took two hours to raise the mast and two hours to step it. Too long and too much work. After almost dropping the very heavy mast on my 14-year-old son's head (and hearing words paraphrasing "what gives") I decided I had to either put the boat in a wet slip or get rid of it. Wet slips were scarce and expensive but I finally found a slip at the Bellview Biltmore hotel in the Inter-Coastal Waterway.

When both my sons finished high school and were busy with work or college that left me with no crew. I sailed the boat by myself for a couple of years but did not enjoy it as much as I did with my sons. I kept the boat at the hotel docks for eight years until the 1993 "No Name" storm destroyed the docks and damaged my boat. The No Name storm didn't impact the Safety Harbor marina. I accepted the insurance company's settlement when they totaled the boat. After that I planned to give up sailing. I forgot my dreams of winning the America's Cup and decided to go back to the easy life of just playing golf; much cheaper then and certainly easier on the nerves. However, the gods of sailing weren't through with me yet.

The Safety Harbor Marina was totally rebuilt after Elena destroyed it and many of the slip renters did not return to reclaim their slips. As a result of that I got a letter from Safety Harbor saying they had a slip for me. I had put my name on the waiting list for a slip about 5 years earlier. I had always wanted a slip in Safety Harbor and then was my chance. I bought my Hunter 23 back from the insurance company (re: first right of refusal) and had it refurbished to new-like condition. I sailed the Hunter in upper Tampa Bay for several more years before catching big boat fever. I then sold the Hunter to buy a bigger boat and gave up my Safety Harbor slip. However, I wisely put my name back on the Safety Harbor waiting list for a future slip.

I bought a 30 ft Hunter which I kept in Boca Ciega Bay because its 47 ft mast would not fit under the three high rise bridges of upper Tampa Bay and I couldn't get to the Safety Harbor Marina. With my boat in Boca Ciega Bay I had a 45-minute commute to the boat and in the summer that

became a real drudge. Also, I accepted a work contract on the east coast of Florida, where I rented a condo on Melbourne Beach. However, the distance away impaired using the boat. A year or so later I sold the 30-footer.

I stayed boatless for a couple of years. Amazingly I got another Safety Harbor letter saying they had a slip for me. I quickly rented the slip and a few weeks later bought the 1983 Watkins Sloop which I have had since 1996. Believe me I now have the boat and slip I want forever. Although I occasionally picked up straggler crews, I sailed the boat mostly single-handed until 2000 when the SH boat club was formed. A year or so later, the club began to conduct races. That added a whole other dimension to my sailing and now I rarely miss a race. I like to recruit a dedicated crew so that I don't have to scurry around before each race to find crew. Right now I have a crew of five with several alternates as needed. Lots of fun. The Watkins is slow in the races but does okay with a handicap. Because of its big cockpit I am able to host the after race parties and that's good fun. I even get sugar-ants to clean up the mess after the parties.

I don't remember details of most of the storms we had in the marina during my time there. The damage to the marina docks increased with each passing year as the docks aged until the docks were rebuilt 10 years ago. And damage was pretty much limited to losing more dock boards. I will say that most boat owners became more adept at preparing their boats for a storm as time went on. The marina would stay fairly calm until the high winds came from the south and started pushing large waves into the marina entrance. Of course there were occasional dock lines chaffing and breaking but there was never a boat completely breaking loose to bounce into other boats. That was primarily due to a few Good-Samaritan sailors walking the docks and servicing dock lines where needed. We didn't get a lot of high surge water during most of the storms. One thing that totally frustrated me was there were some boat owners that would not even check on their boats before a pending storm. Rather they depended on the generosity of other sailors to reinforce bad dock lines and to adjust dock lines as needed.

I suppose you are wondering why I have written about my experience with the Safety Harbor Marina. Well, I'll tell you. This is actually just filler text leading to the next paragraph.

Impact of TS Hermine on the marina. The marina was barricaded off to people at 3 o'clock Thursday afternoon. The dock electric power was also turned as is prudent during a storm. I estimated that the marina had an approximate 3 ft sea water surge plus astronomical high tides. The end result was that sea water rose over the seawall past the side walk and deposited a line of trash in the parking lot. From the pier the high water rose past the boat ramp to about half way up to Bayshore Blvd in the parking lot. Happily, there was not much damage to the marina; only a few dock boards missing and only slight damage to some of the boats such as ripped canvas and dock rub marks on the sides of boats. Naturally, boats near the marina entrance rocked and rolled in their slips but not real violently. Believe it or not, after the storm flood water had receded Friday morning a dead alligator was found in the marina. It was about five feet long with no visible signs of cause of death. Marina employees hauled the alligator off somewhere. Sheriff officers were present keeping folks behind barriers plus fire department vehicles showed up several times. No one was injured or drowned. All in all, it could have been far worse. A direct hurricane hit could have destroyed much of the docks and sunk or damaged a lot of boats.

Enjoy the pictures! Below is a great wallpaper (background) for your windows start page from google earth.

Dale Cuddeback

PS. Here is a report on a couple of our out of-area members.

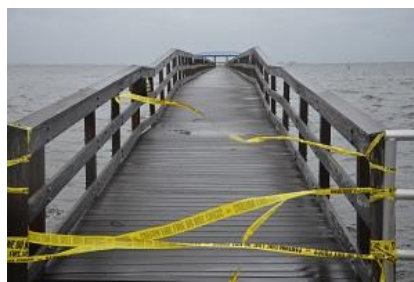
Christy Edwards is doing well in East Islip NY riding out hurricanes in a marina.
Jack Youra is in hiding in a hurricane hole in the Chesapeake Bay for the time being.

Emergency message from them: stop sending Florida's hurricanes their way, damn it!

Before...



After... Pictures by Linda:





US COAST GUARD BOATING SAFETY APP

REPRINTED FROM THE "CLEARWATER BEACON" NEWSPAPER

(Provided by Ellen)

"Last year, the U.S. Coast Guard launched a Boating Safety Mobile app that has a number of important resources most commonly requested by recreational boaters. The app also features an Emergency Assistance button, which will call the closest Coast Guard command center or 9-1-1. With e-locator services activated on your mobile device, the app will then send your location to the Coast Guard. Although the Boating Safety Mobile app is a quick way to call for help, it was not designed to replace a boater's marine VHF RADIO, which the Coast Guard strongly recommends all boaters have aboard their vessels." (If your radio goes out, this a great backup).

"For more information or to register for classes, contact the Tarpon Springs Flotilla 11-9 at [\(727\) 938-8568](tel:727-938-8568)."

ANOTHER SHBC RAINBOW RACE

BY ELLEN HENDERSON

The pre-race notice from our Race Chair, Barry Fox, for our SHBC Race:

"Wednesday night racing will take place 9/14, with a 6 pm start. Intellicast is calling for SW winds @ 7 kts, 82 degrees, 25% chance of rain while SailFlow says winds will be out of the SE @ 6 gusts to 10 with 100% rain chance...we'll see which one is more accurate."

At least the tides are easy to predict:

2016-09-14	14:19 EDT	3.21 feet	High Tide
2016-09-14	21:24 EDT	0.53 feet	Low Tide

In **Barry's** absence, we on "**Pegasus**" agreed to run the race. However, our radio wouldn't work. So **Commodore Ron P.** offered us his hand-held radio, as he had decided not to race, because of the heavy dark clouds and possible impending storms. The start was from East to West, making the port end of the line very favored. We on John V's "**Pegasus**" chose to run the line from the port pin, while being aware that our competition was heading straight for us on starboard tack.

After jockeying for our position on the line, "**Pegasus**" was first over the line, followed shortly by **Dale C's "Incentive"** with his crew: **Mark Kanuck, Joy Sheets** and guest **Susan Jensen**, who is an experienced racer from the San Francisco area. During the first leg "**Pegasus**", with owner **John V.** on the helm and this writer as crew, remained in the lead the whole time.



Shortly before the fleet approached the South White Mark, we noticed that the heavy dark clouds were forming from our South West plus from the North East and might be containing strong gusts of wind, some rain, and they were heading straight for our little fleet.

After finishing the two legs, we headed back to the SH Marina slips just in time to put away the boats and gather on **Dale C's "Incentive"** under his Bimini to avoid the short-lived rain. This was followed by a beautiful rainbow to our NE, while we partied on **Dale's** boat. See you at the next race.

Race results: 8-10 kts winds. Start Time 6:21:37pm

	<u>Finish</u>	<u>Elapsed</u>
1) "Pegasus"	7:07:24	0:46:01
2) "Incentive"	7:15:50	0:54:27

SHBC MEMBERS PARTICIPATE IN 34TH ANNUAL KICK OFF RACE AT BRADENTON YC

Text by Ellen Henderson, pictures by Monique Descent

Last January the seed was planted during the St. Pete. Challenge Regatta, when several SHBC members raced on "**Michele**", an **O'Day 30.2**. So it was decided to enter the **34th Annual KICK OFF RACE** hosted by the **BRADENTON YC**. On Fri., Sept. 16, **SHBC members: Joy Sheets, Valerie West and Ellen Henderson** participated in the delivery of "**Michele**" along with owner, **Monique Descent** and crew/mechanic, **Matt Hanley** from the boat's home berth in St. Pete to BYC. It took us about 3hr. 40 min. of motor sailing in light winds, which was a portend of things to come over the weekend.



Monique had arranged for a boat slip at the YC, while most of the o-o-t competitors had to raft up along the sea wall. **FREE BEER** was provided for all competitors all three days/evenings.

At the 7:00 pm Skippers' Meeting we saw **Chris Dollin**, who indicated that she would be on the **Mark Boat** for the **Spinnaker** and **Non-Spin Classes**, which would be racing on either a windward-leeward or a



triangular course west of our venue with lots of dropped marks. We on "**Michele**", with our 221 WFPHRF rating would be competing in the **Cruising "B" Division**, while starting along with the **Cruising "A" Division**. We would be in a rolling start right after the **Racer/Cruiser Fleet**, which also used spinnakers. Thirty-seven total boats were listed on the Scratch Sheet. There were six possible courses, ranging from 10.29 nm to 14.34 nm, depending on the wind conditions. The course configuration was an uneven rhomboid, for those who still love geometry.



Race Day 1 - Sat., Sept. 17

A healthy complimentary breakfast was served around the pool deck on Sat., Sept. 17. We had a crew swap and were joined by SHBC member **John Viverito**, who was part of the crew for both days of racing as our **helmsman**, while **Joy** had to bail on us. During the before race radio check-in, we learned that we'd be racing the "C" Course, which was a large backwards L (_ I). We had four legs for a total of 11.04 nm. **Valerie** was on the **Jib** along with **Matt**, who was also our **Navigators**, while on the main and traveler were **Monique and Ellen**, who was also **tactician and crew chief**. **John V** and crew had an outstanding 10:05 am start and were in 2nd place until about 1/2 way up the second leg, in which we were parallel to the south end entrance to the Skyway Bridge, on the west side of the bridge. Unfortunately,



we hadn't checked the incoming tide, even though we talked about it. We got skunked.

Two of the boats that owed us time were now passing us, because they went way west of the rhomb line and were sucked up by the swift incoming tide as they approached the second mark, that was just South of the Mullet Key (Tampa Bay) Shipping Channel and quite close to the Bridge entrance. They were long gone as we were drifting backwards, almost getting rushed up toward the bridge in the extremely light wind. Now along came the last place



boat and they too passed us. It took us an extra hour just to get around the second mark. On our way to the third mark, which was a wing-on-wing leg, we used a hand-held boat hook to hold out the jib, which was evidently verboten. As we were pulling ahead of the fourth place boat, they called us on the radio and told us so. (We were certain they would have protested us if we hadn't taken it down, especially if we had beaten them).

Anyway, we almost caught them on the last windward leg, but they still beat us, even though we owed them only 11 sec. over the entire 11.44 nm course. We took a solid fifth on day one.

The post-race party was great with a DJ and lots of games and fun music while many competitors enjoyed the pool. Dinner was available either inside in the cool a/c or a buffet out on the pool deck.

Race DAY 2-Sun., Sept. 18

On Sunday a not-so-healthy complimentary breakfast with lots of bacon & sausage was served to fire up the competitors with an abundance of protein. We on "**Michele**" got an earlier departure away from the dock so that we could get out to the starting area to check out the before-race wind shifts and determine the best position along the crowded start line. Today's crew had **Dennis Kongsiri** replacing **Valerie**. **Dennis** is very fit and is a tremendous grinder. Several boats were



over early and had to restart, so we were in a good starting position. We quickly attained second place and were determined to not get stuck again near the Skyway Bridge (big lesson learned).

After 1-1/2 hrs., our Race Committee announced that they were shortening the course, thus avoiding the Bridge, to go straight out towards Egmont Key, which was the longest leg of the rhomboid. At just about 2 hrs.

after the start, the Race Committee announced that they were canceling the race. This was fine with us on "**Michele**", as we had been passed by three more boats and were again drifting backwards, while we continuously gybed from wing-on-wing (with no whisker pole) to a very broad reach,





reducing the headsail trying to find the skinny rivulets of wind on the water. One race indicated a "regatta", so our standing was a solid fifth place. As, this was only her 2nd race, we told "**Michele's**" boat owner, you have to pay your racing dues, before winning first place. So we hope to campaign "**Michele**" soon again in an upcoming St. Pete regatta.

Upon starting the engine, **John V.** noticed the engine wasn't spitting any water, so **Matt** quickly fixed the water pump and we were able to motor-sail directly back to "**Michele's**" home port in less than 2-1/2 hrs., which was fortunate, as two tremendous storms hit us while driving back to Safety Harbor.

The entire staff at BYC was very gracious to us and I would highly recommend an SHBC Cruise to the Bradenton Yacht Club.

Items For Sale

Contact Chris Garill
vcsailor42@gmail.com

2 PFD's new – \$5
River Anchor Vinyl covered – New \$20
Danforth Anchor – large w chain and rode – used \$25
5 Watt 350ma 12volt Solar Panel – new \$25
Charcoal Kettle Grill w mounting hardware – used \$50
12' Inflatable Dingy with boards & dolly wheels – used \$500

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. *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 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 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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