



S.H.B.C.

Sentinel

V5N1

January 2017

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 JAN. 4 SHBC MEMBERSHIP MEETING

SUBMITTED BY ELLEN HENDERSON

Plan to attend our Wed., JAN. 4TH, SHBC meeting at 6:30 pm, at the Safety Harbor Library. Our guest speaker will be Annie Davidson, who will give a presentation on her "Sailboat Delivery from Mobile Bay to Madeira Beach". Annie has been doing boat deliveries in many areas including the Caribbean, so she'll have lots of experiences to share.



December Guest Speaker Recap

By Ellen Henderson



Our guest speaker was **Barry Fox**, who gave a presentation on "**Imbarcazioni d'Italia**" or "**The Boats of Italy**". **Barry** and his **special lady, Sherry** recently returned from two weeks touring **Italy**, so they got to see a lot of sailing and motor vessels along their travels.

Barry started the meeting by wearing a gondolier's striped shirt & scarf. He greeted us in **Italian: "Ciao e buonasera e signore e signori"** and he was off and running. He told us how the maximum speed in the **Venice** canals is 3 mph and the water taxi drivers work 12 hr. shifts. Depending on the tide, the direction is one way, then shifts as the tide goes out. They even have **DHL Delivery** service by boat. **Barry** showed us a video he took of all the boats they saw while in **Italy**. The video was set to the **Opera "La Traviata"** and the particular aria was "**Brindisi**" or the "**Drinking Song**".

He also toured the **Sestri LaVante YC** and was able to acquire one of their burgees, which he displayed at our meeting.



SHBC BIRTHDAYS

BY ELLEN HENDERSON

Congratulations to those SHBC Members, whose Birthdays fall in the Month of January.

Birthdays:

1- 5	Susan Keller
1-13	Dick Greenhalgh
1-16	Skip Meadows
1-25	Connie Pope
1-26	Bob Sullivan
1-26	Tom Potter



New Member Introduction

From: Skip Meadows

I have the privilege of introducing, as a new boat club member, a woman I have known for many years. I first met Chrystal Anders at the Safety Harbor Garden Club and now we enjoy membership in Friends of the Island at Honeymoon Island too. She also volunteers at "Random Acts of Flowers" in Dunedin. If anyone ever sees Chrystal without a smile on her face and a pleasant greeting—let me know, because I never have! She will be a delightful addition to our club.

Chrystal lives near the water in Safety Harbor and dreams of sailing off the coast in Old Tampa Bay and beyond. She loves to be on the water with the wind in her face. Her parents lived here for 35 years and since history repeats itself, she plans to spend her retirement here too.

She loves playing Pickleball [ED. - a racquet sport that combines elements of badminton, tennis, and table tennis. Two, three, or four players use solid paddles made of wood or composite materials to hit a perforated polymer ball, similar to a whiffle ball, over a net], but she has to wait until her broken wrist heals before she can play again! She also likes hiking, biking and swimming. Sounds like she is very competitive and plays to win! Listen up sailors if you are looking for a crewmember. Jan Muller recommended the club to her since Chrystal sailed a 30-footer, years ago, on Lake Ontario. She particularly enjoyed sailing overnight to Henderson Harbor and Toronto and has already conquered the fear of sailing in small gale warnings! She is eager to learn the difference between sailing with tides compared to sailing on a lake.

Chrystal previously lived in Rochester, NY and she has one daughter. Oh, and by the way, she loves parties. Get to know her.

DECEMBER 2016 CRUISE TO BRADENTON

By Dale Cuddeback, S/V Incentive



The cruise to Bradenton was planned as a four-day event with a departure on Thursday (Dec 1st) and a return to Safety Harbor marina on Sunday (Dec 4th). We judged it to be approximately 36 miles from the Safety Harbor marina to the Twin Dolphins marina in Bradenton. Averaging 4 knots the sail was estimated to take approximately eight hours barring tidal and weather impediments. Increasing boat speed to 5 knots reduces travel time to a little over 7

hours. On this same cruise two years earlier we tossed off dock lines in the S.H. Marina a little after 6AM and arrived at the Twin Dolphins marina around 3PM, nine hours as counted on my ten fingers. An early arrival time is paramount for most sailors. Early enough for a leisurely shower, a cocktail and a good dinner at a nice restaurant without rushing makes for a relaxing evening after a day on the water.



The cruise was organized and choreographed by our club treasurer and cruise chair, Mark Kanuck (rhymes with panic Mark says.) There were eight boats initially planned to make the cruise but after two boats dropped out we were down to six. This was an ample number of boats to cause trouble in any marina. However, everyone promised to be on their best behavior and no one called 911 on us.

Island Girl with Cap't Dick Greenhalgh and first mate Sharon from the Safety Harbor marina

Incentive with Cap't Dale Cuddeback and crew Lisa Lanza, Linda Brandt and John Estok.

Wild Irish Rose with Cap't Brian Garry and first mate Phyllis from Tampa

Water Color with Cap'ts Cristi and Tom from St Pete

Our Love with Cap't Urgan and Connie also from St Pete and

Rum Line with Cap'ts Mark and Ann from Clearwater

THE CRUISE TO BRADENTON: The three upper Tampa Bay boats tossed off dock lines and departed around 7:30 AM. They motor/sailed to the Courtney Campbell high rise bridge, the northern most of the three high rise bridges connecting Tampa with Pinellas county. Wild Irish Rose (**WIR**) sailing from Tampa crossed under the CC bridge first and led the way with Island Girl (**IG**) and Incentive following some distance behind.

The weather was slightly foggy in the upper bay with about 6 knots of wind out of the southeast. Although the wind was on our bows IG and WIR hoisted mainsails to attempt to get as much lift as possible from sails. However, all three boats were obliged to use motors to attain speeds of 5 to 6 knots, the planned speed needed to arrive in Bradenton before dark. We crossed under the Howard Franklin and



Gandy bridges with Island Girl and Incentive catching up to WIR. Several miles south of the Gandy the fog closed in and we lost all sight of land and channel markers. We were soon groping our way through the fog using our chart-plotters and ears. IG and Incentive steered to the outside of the shipping channels knowing that the huge freighters were deep drafted and had to stay in the shipping channels to avoid going aground. We lost sight of WIR in the thick fog and were unsure of its location.

Off to the east of us in the direction of the shipping channel we suddenly heard the low mournful sound of a fog horn of the type that large vessels use in the fog. That tightened our sphincters. Ever on the alert someone occasionally would point to what they thought was the outline of a big ship in the shipping channels to the east of us. We redoubled our efforts to spot ships with imaginations in overdrive. IG was leading the way in the fog with Incentive following close behind figuring that if IG hit something or run aground first that might warn Incentive away from the same fate (snicker). The concern was not running into the stern of IG while not losing site of it either.



Now what I am going to tell you was learned later at dockside about the adventures of WIR in the dense fog. There are actually two different versions from Brian vs. pretty Phyllis. I'm keeping hindsight out of the situation so as not to confuse the reader. Now we all know that Brian is a mild-mannered sailor not prone to embellishing sea stories (smile). Contrast that with unflappable Phyllis who has to sometime help Brian get his feet back on the ground. Here is Brian's version paraphrased because the numerous bleeps make it impossible to write whole sentences.



The WIR was proceeding cautiously in the dense fog with Phyllis on the bow straining her eyes forward. Brian was at the helm. Suddenly Brian yells to Phyllis to look off the port bow at what Brian said was the outline of a ghost ship. He said he saw pirates waving their cutlasses dripping with blood and pointing to the WIR. "Quick Phyllis, take the wheel and I'll fight the (bleep, bleep, bloody bleeps) off with my pocket knife. (There were a lot more bleeps but I'm sure the reader gets the gist of

what Brian was saying.) Slowly the fog lifted and Phyllis pointed aft to a dredging barge WIR had passed unseen in the heavy fog. Phyllis said she knew it was probably a barge all along since it was sounding its fog horn to announce its presence. Brian said “no, I saw a ghost pirate ship.” You know what, I believe him. If Brian says he saw a pirate ship, then by golly (I ran out of bleeps) he saw a pirate ship. After all, you never know what may appear out of a fog that dense that could have been lost in the fog for a century. If you can't accept that, then you have no imagination at all and you ought to re-live your childhood when such things were believable. Anyhow Brian and I believe it. Nobody said these narratives had to be totally factual. Basil is a good guy with imagination and I'll bet he believes it, huh Basil? And Barry ...?

Back on IG and Incentive, they didn't fare much better. The shipping channel leading to the center opening of the huge 150 plus feet tall Skyway Bridge was visible on the chart plotters but unseen in the fog to the crews of the two boats. Neither boat saw the real bridge until they were almost under it. All hands were also keeping sharp ears listening for shipping vessels fog horns. Without the chart-plotters it is doubtful the boats would have ventured that close to the bridge until the fog lifted. Although Dick on IG is not afraid of torpedoes and will pull a John Paul Jones on us. You know, damn the torpedoes and full speed ahead, or was that Trump who said that?

IG and Incentive cleared the Skyway and began searching for Rum Line with Mark Kanuck and crew coming from Clearwater via the ICW. IG had previously made VHF radio contact with Mark who had arrived first at an agreed upon rendezvous point west of the Skyway. The fog had cleared somewhat and Rum Line's crew had raised sails and turned off its engine to get in a little sailing time while waiting.

IG, Incentive and Rum Line met up and established VHF communication around 1:30 PM. They started motoring toward the “R2” marker marking the entrance to the Manatee river. Rum Line had a little trouble starting its engine but after bleeding the fuel line it started. IG led the way up the Manatee river to the Twin Dolphins marina at Bradenton without incident.

Meanwhile, WIR didn't fare as well. It's chart-plotter wasn't functioning properly and Brian had to grope his way under the Skyway. Clearing the bridge Brian spotted what looked like a river entrance and headed toward it. Unfortunately, it was the Little Manatee river which led to a dead end so Brian had to retrace his course. Brian and Phyllis are good sailors and corrected their navigational errors. They eventually found the entrance marker to the (main) Manatee river leading to the Twin Dolphin's marina and arrived at the Twin Dolphins marina albeit after dark. Brian, still with pocket knife in hand, kept casting glances to the stern in case the ghost ship was following. I believe you Brian. I probably will sleep fitfully tonight with one eye open.

Meanwhile the rest of us were already seated and getting ready to order dinner at the nice Pier 22 restaurant in the marina complex. Ever thoughtful Dick had stayed at the docks and helped Brian dock WIR. After a delightful but pricy dinner, the spent members (pun intended) retired back to their boats to tell sea stories and while away the remaining evening hours pursuing casual interests. A satisfying day indeed.

(Mark Kanuck or Ellen Henderson will provide a narrative of their sail from Rum Line's slip in Clearwater to Bradenton.)

OUR TIME IN BRADENTON. Bradenton is a neat little town situated on the banks of the Manatee river. There are many things to do, surprisingly more than one would expect in a small

town. A sailor stepping out of the large marina steps right into the middle of town and doesn't have to walk far to nice restaurants and mom and pop cafes. There is a nice Riverwalk, a planetarium, a museum and nearby is the historical old fishing town of Cortez with its historical nautical museum, etc. The next two days Friday and Saturday were planned as "lay-days" with all members choosing whatever activities struck their fancy, either in small groups or individually. These are the days that are so blissful and make cruising so rewarding with relief from the cares and stresses of everyday life. A vacation with the challenges of new adventures and going to new ports of call.

That weekend Bradenton was hosting a Blues festival along the Riverwalk. Longtime club members Julia and Cory Knowles had moved from Safety Harbor about a year or so earlier into a super nice condo on the Manatee river next to the park where the Blues bandstand was erected. And they hosted a delightful party for the SHBC sailors in their clubhouse with a full view of the bandstand. Guess who didn't have to pay the \$40 gate fee to the festival and were treated to full volume music. The festival was formally scheduled for Saturday night but several members went to the Riverwalk Friday night and were treated to warmup rehearsals.

To get a full appreciation of the activities enjoyed by the members who made the cruise, one has to talk directly the cruisers. In the end Friday and Saturday were enjoyed by all who went.

Saturday Brian found a cigar bar that served free meatballs and chili with its drinks. Brian wanted to watch the Notre Dame vs Navy football game. He doesn't watch football alone so he shanghaied several of the other boat crews. A drunk bought Bloody Marys for a couple of our female crew. Great bar but the thick cigar smoke overcame several of us and we had to leave before the game ended.

THE RETURN. Sunday morning came early as most boats had elected to depart around 7PM. The captains of the boats had concerns about the river current and significant wind creating difficulties getting out of the slips. Incentive experienced tidal flow difficulties backing away from the slip but the other boats seemed to get under way without too much trouble.

Four boats gathered on the outside of the marina to join up for the journey back to their home ports. Incentive had lost two crew leaving only Cap't Dale and Lisa aboard. Rum Line had gained crew members with four aboard. IG and WIR retained their crew so each had two aboard. The boats motor-sailed the six miles to the entrance of the river, passing a grounded schooner laying on its side that had not been there previously. Both Catholics and non-Catholics crossed themselves.

The wind had been a concern before the start of the return sail and indeed proved to be formidable as the boats entered the greater bay. Incentive, IG and WIR were headed to upper Tampa Bay while Rum Line would veer off at the Skyway channel to make the return to Clearwater via the gulf ICW. The other three boats set their sail preferences and headed to the Skyway bridge center opening. Incentive felt adventurous, raised both main and jib sails and turned off its engine. IG and WIR elected to continue to the bridge motor-sailing under main and engine only.

With sail drawing fully Incentive occasionally exceeded six knots although experiencing a significant rolling ride. Lisa had wanted some rough weather experience and manned the helm until she became uneasy and turned the helm over to Cap't Dale. Crossing the bay from the Manatee to the Skyway Incentive had the wind slightly forward of the STBD beam. As we crossed

under the Skyway the wind increased and Incentive rolled in the jib and turned on the motor. So much for macho sailing. As we gradually turned south the wind swung around to our stern and the ride became more comfortable. IG and WIR were ahead of us but we gradually closed the gap. WIR wanted to stop at Hula Bay for fuel and Incentive wanted to stop at the restaurant for a grouper sandwich. It doesn't get any better than that. IG needed to get home and elected not to stop. At the restaurant, we whiled away about two hours and we became concerned that we would not reach our destination before dark. By then the wind had subsided and motors were turned on with sails doused. Cap't Dale helmed Incentive with the aid of the autopilot and we arrived at the marina just before dark. Crew member Linda happened to be taking her evening walk, saw us arriving and assisted in docking. We closed the boat and went home. Great cruise indeed.



SHBC CRUISES TO TWIN DOLPHINS RESORT IN BRADENTON

DAY 1 - WED, NOV. 30 - Clearwater to Pass-a-Grille BY MARK KANUCK

Timing is everything! Today's "sail" (hmmmm...motoring) down the ICW from Clearwater to Pass a Grille was a thrill. Winds pushing over 20 knots much of time. Spray into the cockpit and when the wind was not dead on we were listing 5-8 degrees. Crew of Bruce Gotts, Chris Garill, and "Lady Chris Dollin", as coined by Bruce, were superb. Overcoming bad weather as a group is so much more rewarding than being on your own – then again you can exaggerate and embellish stories if you are by yourself. Pulled into Pass a Grille Marina after 4 hour and 45 minutes. Turns out that's almost exactly 21 miles which is half the distance from Clearwater to downtown Bradenton. Tomorrow, we are hoping to sail in company with Jürgen and Cornelia Billhofer and their boat *New Love*. They are starting out from BCYC. The plan is to go out Pass-a-Grille channel, turn south, skirt between Fort Desoto and Egmont Key and on to the entrance of the Manatee River. We hope to rendezvous south of the Skyway with Dale and crew, Dick and Sharon and Brian and Phyllis.

Tomorrow's weather according to Sail Flow has moderated with winds from the south at 7-10 gusting to 10-12 and shifting to westerly by about 1400. That's from Albert Whited Field in St Pete. Unfortunately, we are all fighting a flood tide in the morning through midafternoon based on tides at Pinellas Point.

DAY 2 - THURS, DEC. 1 – Pass-a-Grille to Twin Dolphins Resort in Bradenton BY ELLEN HENDERSON

Today's crew on "Rum Line" is Mark & Ann Kanuck, Bill Foley and Ellen Henderson. At 8:30 am Mark & Ann Kanuck plus Bill Foley picked me up to drive to Pass-a-Grille. We encountered fog on the Pinellas Bayway just after going through the toll booth (a portent of things to come).

We loaded up the boat and departed Pass-a-Grille at 10:23 am with a 27' water depth. We motored South/West on a heading of 240 degrees in very thick fog. We crossed the entrance to

Boca Ciega Bay and passed Green Marker 97-B, while passing 2 small motor boats, while one was anchored fishing in the fog. Ellen and Ann were lookouts on the foredeck the whole time searching for marks. By the time we got out into the Gulf, we experienced big rolling waves from the NW.



By 11:30 am we had motored offshore out of the fog with depths of 8.8'. We could still see the fog hugging the shoreline behind us. At 12:00 noon we raised the Main & Jib on Starboard Tack on a close reach, doing 5.5 kts. with a new heading of 130-140 degrees. Bill was on the helm and we turned the motor OFF. YEAH!

NOAA had predicted that the fog would burn off by noon, but they got it wrong.

"Island Girl" and "Incentive" were just N/E of the Skyway Bridge. When we crossed the Tampa Bay Shipping Channel, our depth was 48'. Lots of fog on land. (Corey later told us at the Sat. Pizza Party, that we were experiencing "Advection Fog" [ED. - which forms when quite warm, moist and stable air is blown across a cooler surface of land or water. The air temperature falls until the dew point is reached and condensation occurs].)

We adjusted the Jib Sheet car aft to try to increase boat speed. By 12:45 pm we tacked onto Port, Closer Reaching than earlier. Our new Heading was 220 degrees. By now the wind speed was up, so we tacked again for a 10 degree lift to 150 degrees. We were back in the fog and seemed surrounded. By 1:20 pm we were again lifted up to 215 degrees as the sea breeze was circling in. We rolled up the Jib and took down the main at 1:45 pm and motored at 170 degrees with Bill on the helm, after we had some problems starting the diesel engine. We turned off all the electronics; pumped the diesel to prime it and VOILA! it started. NOTE: we do this every time we have this problem. ANOTHER NOTE: Always have a horn ready in the cockpit, just in case of fog.

The fog finally lifted, so we turned off all the running lights. By 2:00 pm we met up with "Island Girl" and "Incentive". At 2:15 pm we passed the Anchorage at DeSoto Point (5 boats were on anchor) and we saw the always welcoming Cross.

At 3:10 pm we docked Rum Line at the Twin Dolphin Resort's floating docks. Rum Line hosted the Cocktail Party in her cockpit for all of the boats that had arrived. Dinner was at the Pier 22 Restaurant, which is on the Marina property.

Corey & Julie Knowles hosted a wonderful Pizza Party on Sat. night at their condo's clubhouse, where we were entertained to the sounds of the Blues Fest next door.

Kudos to Mark Kanuck for planning a wonderful cruise. Can hardly wait for the next SHBC gathering on the water.

2016 HOLIDAY PARADE

by Dale Cuddeback, Cap't S/V Incentive

This year's holiday parade almost wasn't. For the last many years we have been using a small sailboat for a float. That boat was sold to make room for a Grinch's lawnmower or whatever. After some major doubting over whether we could find another boat to use, Cam came to our rescue and offered to let us use his wooden boat "Windmill" which was created by a real sailor. When asked about the boat construction, Cam would describe how he went into the forest and felled trees to get lumber for the boat. He described how he whittled the boat timbers from the trees with his boy scout knife. He did not use metal fasteners but instead used marline (tarred hemp rope) to fasten joinery. He made his own varnish from a secret receipt passed down to him by Cap't Kid. He hewed a mast from the heart-wood of a live oak tree (with his pocket knife of course). He said he towed the boat to the marina parking lot using wild reindeer; although I suspect he pulled it himself since I saw no reindeer poop.

Around 10 AM members started showing up to decorate the boat. Many of the members were clad in housecoats and floppy slippers desperately clasping a cup of coffee or at least they said it was coffee. Christie Edwards with her trusty reindeer Daisy took charge and orchestrated a work of art in decorating the boat in holiday fashion. For those of you who missed this hilarious fun time you should stick your tongue out the next time you look into a mirror. Great fun for us. Smart a__ remarks filled the air. Some interesting color remarks from our commodore-elect assured us that we had elected (or conscripted) the right person for our commodore.

All that aside, we were in the 20th slot in the parade. A month earlier this writer had submitted the required forms to enter the parade to the Safety Harbor officer in charge. From the response of that officer (with gratefulness in her voice) I was convinced that the Safety Harbor Boat Club float entry in the parade had become a desired regular participant in the parade. I was determined that the club would not miss an entry in the parades to come.

Float beautifully decorated, members escorted the float passing out beads and candy. We could have used about six more escorts but in the end everyone had a great time.

Preparations:



Parade:



Boca Ciega Yacht Club Christmas Parade

Text by Mikey, Pix by Mary Crawford

These pictures were provided by Mary to show the Christmas Parade by the BCYC. Our SHBC member Christy Edwards' boat, "Water Color" participated in the festivities.



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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