



S.H.B.C. Sentinel

Octoberber 2018

V6N10

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, or anybody else for that matter. If you want official, try to get it signed and notarized.

GUEST SPEAKER FOR OCT. 3RD SHBC MEETING

Photo Provided by Jane Grieco



Plan to attend our **Wed., October 3rd SHBC meeting at 6:30 pm at the Safety Harbor Library.** Our guest speaker will be Jane Grieco, who along with her husband Paul, sailed their Beneteau 40' from St. Pete to Granada. Join us to hear about their adventures.

RECAP OF GUEST SPEAKERS FROM SEPT 5TH SHBC MEETING

Presentation by John and Ellen, Video by Dick, Pix by audience member.



For our SEPT 5TH SHBC meeting, our guest speakers were **John Viverito, Joan Marzi, Ron Poirson, and Ellen Henderson**, who spoke about the recent "**DISMASTING RECOVERY**" of a SHBC sailboat. The Video Presentation was assembled by our **Club Videographer, Dick Greenhalgh**, who also researched previous other dis-mastings as a preview of what was to come. On the day of the event, photos and video were taken by **DEBBIE ROBERTO, JOHN VIVERITO and TINA BASTIEN**.

On a beautiful Sat. on July 21, as a gentle 10 kt. wind blew from the S/W (240 degrees), various crew assembled on the following boats:

- ➔ "**Pegasus**" **John Viverito + New Member Debbie Roberto and Ellen Henderson**
- ➔ "**Wanderlust**": **Ron Poirson + Commodore Joan Marzi and guest Mike Lyle**
- ➔ "**Incentive**": **Dale Cuddeback + guest, Tina Bastien**

About 15 min. after the Orange Mark rounding, all of a sudden, we heard a VHF radio transmission from the last place boat informing the fleet that they had just been dis-masted! The port chain plate gave way and at the time of the dis-masting, crew member **Joan Marzi**, who was on the helm, was brushed by the back-stay, as the rigging was falling toward the boat's starboard side, thus bruising her arm. Amazingly, no one else was injured.

Race-Chair John V. had called the race and both "**Incentive**" and "**Pegasus**" took down their sails and hastily motored over to the accident site. **John** observed that the wind was ever increasing, possibly overpowering his small 21' sailboat, so he chose to go back to the SH Marina to find a bigger power boat to assist in the rescue effort. On our return to the marina, it started to lightly rain and there were many ominous storms brewing in the area. "**Incentive**" circled the wreckage from a safe distance, so as not to get entangled up in the rigging, but they were at the ready if "the dismasted boat's" crew had to be saved from a possible boat sinking.

Since none of the Fleet had bolt cutters, the dismasted boat's owner unscrewed the rigging by hand in order to resurrect his main sail and jib roller furling system plus his boom, sheets and blocks. This process took quite some time.

Unaware of the current status update, upon arriving at the dock, "**Pegasus**" found **Mike Penley**, who owns a 30' Main Ship Power Boat, "**Let's Go**". **Mike P.** got his bolt cutters and he and our "**Pegasus**" crew jumped aboard the Power Boat to assist in the rescue effort. As we were exiting the SH Channel, we encountered both "**Incentive**" and "the dismasted boat" on their way into the docks. What a site to see a dis-masted sailboat under power; it looked like a sad little powerboat. The dismasted boat's owner was thrilled that we on "**Let's Go**" would go out and retrieve his mast and remaining rigging.

Even though the accident happened west of the **Orange Mark**, it took us nearly an hour to locate the wreckage, as it had sunk under it's own weight, despite the fact that the dismasted boat's owner had attached 2 bright orange life jackets and a fender. There were lots of shiny crab traps

strewn about in the choppy seas, giving us false hope at each sighting. Evidently, the tide must have changed early, as "the dismantled boat", with its rigging still attached also drifted North and East past the **Orange Mark**, because that's where we finally saw a glimmer of an orange life jacket with very powerful binoculars, after "**Let's Go**" surveyed many grid quadrants (like the Coast Guard does) while doing our search.

After lassoing the errant mast base and tying it off to "**Let's Go's**" stern from a safe distance, our hero **Mike P.** went overboard with snorkel equipment and a light weight neck life jacket. He had to dive to raise the mast and rigging from the 9 1/2' depth bottom. **Mike** then attached several more fenders, which evidently have more heavy-weight flotation ability than life vests do. He made a bridle and we towed the rigging back to the dock. We had to adjust the tow lines upon entering the Marina to navigate the turns. **Mike** positioned "**Let's Go**" along the long Middle Dock and we discharged the mast and rigging and tied it to various pilings temporarily, while he re-docked his boat. The hardest part for the six of us was lifting the mast, spreaders and rigging out of the water onto the long middle dock, which we finally accomplished after much tugging and grunting.



Notes from your VC 10/2018

Things to participate in and Dates to remember

First of all, I like to thank all members who actively participated in our "future events" discussion during the September club meeting.

We got a good number of really excellent suggestions and we will try to realize some of them in the near future. The overall tenor seemed to be to put more focus on "boat related" events and we will try to keep that in mind.

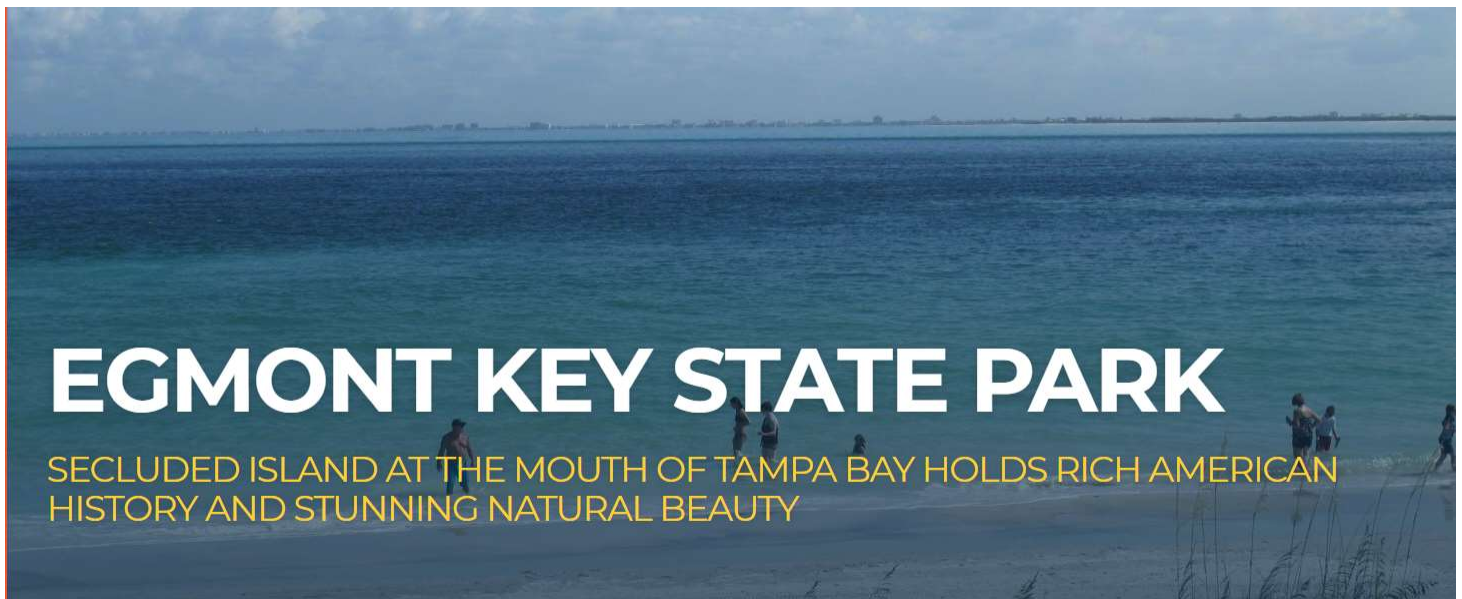
Some previous events were well enough received to warrant a repeat visit in the future, like a visit to the Weather Station or the St. Petersburg Marina. New suggestions included the Tarpon Springs Sponge Docks, an airshow and a tour of Island Packet Yachts in Largo.

Our "October Fun Event" is taking already advantage of one of the suggestions, a day-trip to Egmont Key State Park. We will be using the ferry boarding at the Ft. De Soto Park in St. Petersburg.

<i>October 2018</i>						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

- Oct. 3:** 6:30 PM Club Meeting at the Library
- Oct. 10:** **6:00 PM Race at the Marina**
- Oct. 13:** **10:15 AM meet at Ft. De Soto Park**
 for the Egmont Key Ferry Trip
- Oct. 20:** **10:00 AM Race at the Marina**
- Oct. 24:** **8:00 PM Full Moon Race at the Marina**
- Oct. 27:** **4:00 PM Halloween Party and Chili**
 cook-off at the Marina Pavilion

saturday, October 13 Fun Event:



For details on the Egmont Key State Park, please click the link below.

<https://www.floridastateparks.org/parks-and-trails/egmont-key-state-park>

We will take the ferry, boarding at the Ft. De Soto Park in St. Petersburg at 10:15 AM.

The cost is \$25:00 for adults and \$12.50 for kids. Tel.: **(727)398-6577**

Get detail information on the ferry and additional options using the link below:

<https://hubbardsmarina.com/egmont-key-ferry-cruise/>

- 46 foot ferry
- Refreshments/snacks available
- Covered, comfortable seating
- Open deck area, easy ramp access to beach
- Clean restroom, modern snorkeling equipment
- All tours fully narrated, informative and fun



Directions to the Ferry boarding site in Ft. De Soto Park:



We will meet at the Ferry, or car-pool at 9:00 AM from the public parking lot across 825 Main

Street in Safety Harbor

Please RSVP to shbc4fun@gmail.com by Oct. 8, if you:

1. Plan to meet the group at the Ferry
2. Are willing to drive, with number of available seats
3. Try to hitch a ride

We need to know the size of the group by Oct. 8 to enable ride-seeking members to make other arrangements if needed!

Saturday, October 27 Fun Event:

Halloween-Party and Chili cook-off at the Marina –



Pavilions

Starting at 4:00 pm!

Come in your favored scary outfit and don't forget to bring your most potent CHILI concoction, there will be prizes awarded for the winner.

Bring your drinks of choice, bring a side-dish and do not forget your favored Antacid, you may need it.



The club will provide the utensils to eat and some water to ease the pain. The ghosts will start flying at 4:00 PM, Be ready to participate in the fun and games.



SHBC OCTOBER 2018 CALENDAR OF EVENTS:

Wednesday	3	6:30 pm	Meeting SH Library
Wednesday	10	6:00 pm	Race Marina
Saturday	20	10:00 am	Race Marina
Wednesday	24	8:00 pm	Full Moon Race Marina
Saturday	27	4:00 pm	Chili Cook-Off & Halloween Party at Marina Pavilion

SHBC Annual Chili Cook-off and Halloween Party



Mark your calendars for October 27, 4PM, Safety Harbor Marina Pavilion. 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. Ohhhhhhhh that was really bad!

Best cos-tomb wins a nice prize! 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...



WELCOME "RE-NEW-ED" MEMBER: ANN SCOTT BY ELLEN HENDERSON AND PIX BY ANN SCOTT



Ann Scott grew up in **England** and when she came to America, she landed in **Nyack, NY**, where she was heavily involved in the theatre community. She started sailing with the **Nyack Sailing Club**, on the **Hudson River** just **N. of Manhattan**. **Ann** crewed on racing boats of varying sizes from 17' to 35'.

She has lived in Pinellas County for many years and she first joined **SHBC** after 2004, when she moved to Clearwater, usually racing with the guys. **Ann** also participated in both of our **Bikini Cup Regattas** on **Patrick Whelan's Hunter**.

Unfortunately, her theatre commitments took her away from sailing for some time. Ann also traveled to Costa Rica, Brazil and Turkey with **Friendship Force**, plus **China** with the **St. Pete College** through her **U/U Church** affiliation. Her sailing itch needed to be scratched, so she has rejoined our **Club** and is looking forward to upcoming cruising events plus our fun parties and outings.

Ann has been tutoring/ mentoring kids at the **Belcher School** in her spare time. She's also a current member of **Friendship Force** and travels whenever she can. She's also involved with the local movie industry, acting in short films and is modeling "before and after" facial products for HSN. Ann is a gym rat, who goes to 3-4 classes and strength training sessions per week. We have our own Club "Wonder Woman".

SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON, PIX FROM ARCHIVES

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

Birthdays:

10-7 Chrystal Anders (she's a twin)
10-9 Ted O'Brien
10-14 Gina Breece
10-16 Basil Smith
10-22 Rose Mintz
10-28 **Dale Cuddeback <---**
10-30 Yvette Maldonado
10-31 Connie Billhofer



Anniversaries:

10-16 **John & Renee Viverito <---**



ST. PETE CLASSIC BOAT RACE/PARTY

BY ELLEN HENDERSON - PHOTOS BY MONIQUE DESCENT

Some of our crew was from **Safety Harbor Boat Club** - aboard "**Michele**", an O'Day 302, which participated in the **9th ANNUAL ST. PETE CLASSIC BOAT RACE/PARTY** run by the **St. Pete Yacht Club** on SEPT. 15th. This Regatta was formerly known, as the "**Good Old Boat Race**".



This was the 3rd year that we were campaigning "**Michele**". On Fri, the day before the race, **owner, Monique Descent** and some of our St. Pete crew delivered the boat from her home slip at **Little Bayou**, just south of **Coquina Key**. **Monique** ducked out of work and met the crew to help provision her boat for the weekend with snacks and lots of water and wine. They had an easy sail to the **St. Pete YC** docks on Friday, the day before the race. The wind was blowing nicely.

Since the Regatta organizers changed the format to a Pursuit Rally, the total fleet went up to 31 boats this year. Our **True Cruising Fleet** was the largest with 17 registered boats, but for some reason, they did **not** separate it into 2 Divisions.

The Skippers Meeting was held at the **St. Pete YC** on the morning of the race, where we learned that the entire **True Cruising Fleet** would be starting together with the **Non-Spinnaker Fleet**, which was only 5 boats at the appointed staggered start times, beginning at 1:00 pm.



Our entire crew was **all female**:
owner/photographer: Monique Descent,
helmsman: Jen Peterson,
tactician/navigator: Ellen H,
jib: Melissa Zodda and
SHBC Member Cathy Ferris, who also assisted Michelle on the foredeck with setting the whisker pole for the downwind leg. On the Main sheet and traveler was cruiser and first-



time racer Miranda, who's a liveaboard in the Harborage Marina. At the race start the winds were good and continued throughout the 5-legged race. I must admit, as much as I've hated staggered starts in previous races, this was actually fun, as we started before the **Spinnaker Fleet**, which commenced at 1:10 pm

The entire fleet finished before the 4:00 pm deadline, while we were done by 2:30 pm, but we decided not to take "**Michele**" home. We returned in plenty of time to enjoy the St. Pete YC's Free Beer Keg Party at the docks, where our "**Michele**" crew provided lots of snacks and Sangria for the crews from ours and competing boats before the awards banquet upstairs in the YC across the street. After a fine dinner and wonderful desserts, we found out we took 16th out of the 31-boat total fleet and 11th in our True Cruising Fleet. Had they divided the True Cruising Fleet into 2 Divisions, as they did last year, we would have been in 4th Place. Oh, well.

Since it was a timed start to the second, one Spinnaker boat was over early and subsequently went from 1st place to DSQ. They were not happy campers.

So SHBC racers didn't officially win any trophies this year - but a fun time was had by all.

POST MORTEM: After much discussion with some of our crew, the following observations were made: Due to the fact that the roller furling system no longer worked, we used a hank-on jib, which didn't fully extend to the top when hoisted and despite concocting a downhaul system, we had a problem with the Luff developing scallops on the 2 windward legs, but it was fine on the reaches. We also forgot to move the jib car aft, before going from a downwind to an upwind leg and there was too much pressure to move it under the wind load. So, we adjusted it on the next tack. That's our excuse and we're sticking to it.



USS Constitution, MS Rotterdam, and a Barge



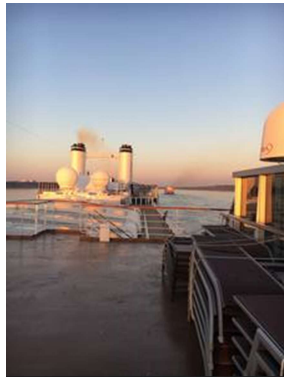
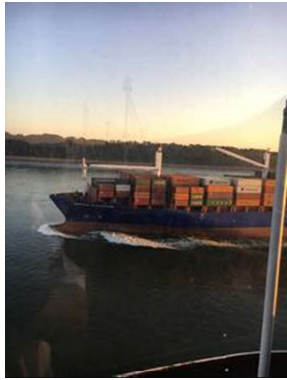
Some views of/from our Scribe and Race Committee Co-Chair visiting Old Ironsides,



Sailing on a lake on Prince Edward Island,



passing under bridges aboard the MS Rotterdam
(with only 4 meters clearance),



and passing other traffic in the St. Lawrence river.

Mark and Ann's "What were we thinking?" tour

Article & Pix Submitted by Mark and Ann Kanuck

Bonjour Dear Family and Friends,

Attached please find the itinerary for our "What were we thinking...?" auto tour. If your in receipt of this e-mail, you are either on the itinerary or we want you to know where the heck we'll be over the next month. We leave this coming Friday. Not all of the stops and visits are set in stone at this time so this is a work on progress. We hope that we get to visit with everyone on the list, at least that's the plan. We are looking forward to some quiet time and cooler temperatures up in the Adirondacks near Lake Placid, NY. Sailors that we are, we are hoping for a day on the water up on Lake Ontario out of Sacketts Harbor NY and Ann gets to practice her French in Quebec _ Ohhhh Canada!.

If you like to hear from us in between, perhaps share a photo, let us know and we'll make a note to keep you posted. Ann often writes postcards from places we visit so may get one of these.

Hugs,
Mark and Ann Kanuck

ITINERARY

Mark and Ann Kanuck's ("What were we thinking?") Automobile Adventure from Safety Harbor, FL to Lake Placid NY, Quebec, Canada and back! August – Sept 2018

Day 1: Date: Friday Aug 17

Safety Harbor to Warner Robin, GA via I-75, Miles: 386, Time 6 hours

Lodging: One (1) night Warner Robins AFB, Macon, GA Pine Oaks Lodge bldg. 557, Club Drive, Warner Robins, GA 478-926-2100

Day 2: Date: Saturday, Aug 18

Warner Robins, GA to Cleveland, GA, Miles: 176 Time: 3 hours

Cleveland GA to Helen GA: Miles: 10, Time 30 mins

Lodging: TBD, One (1) night in Helen GA

Events: Visit with cousins, Vivian, Vickie, Terrell, Joyce, Mike

Day 3/4: Dates: Sunday, Aug 19 – Monday Aug 20

Helen GA to Chattanooga, TN Miles: 130, Time 3 hours

Lodging: TBD, Two (2) nights

Events: Explore Chattanooga and surrounding area.

Day 5: Date: Tuesday, Sept 21

Chattanooga to Roanoke, VA via I-75 and I-81, Miles 370 Time: 6 hours

Lodging: TBD One (1) night, Old hotel in Roanoke???

Events: Overnight

Day 6: Date, Wednesday, Sept 22

Roanoke to Hagerstown, MD via Blue Ridge Parkway and I-81, Miles 225, Time 5 hours

Lodging: TBD

Events: German Restaurant in Hagerstown (see trip Advisor)

Day 7: Date: Thursday, Sept 23

Hagerstown, MD to Hummelstown, PA via Gettysburg PA. PA 15, Miles 80

Lodging: One (1) night with cousin Marlene and Donna,

Events: Spend day exploring Gettysburg Battle Field, visit Aunt Mary

Day 8, 9, 10 Date: Friday, Sept 24, Saturday Sept 25, Sunday Sept 26

Hummelstown, PA to Watertown, NY, NY via I-81, NY 481, Miles: 318, Time 6 hours

Lodging: Three (3) nights: Fort Drum, NY IHG Hotel, 315-773-7777

Events: En-route stop Nanticoke, PA Sailing on Lake Ontario, Sail Ontario Charters (315)783-2755

Day 11 Dates Monday, August 27 – Friday August 31

Watertown, NY to Lake Placid, NY via NY 3 Miles: 151, Time, 4 hours

Lodging: Five (5) nights, Christine LeFavre's Cabin, 92 Esther Vue, Wilmington, NY 12997,

Monday Aug 27 – Friday August 31

Events: Various R & R at the Cabin: Relaxing, Reading, Hiking, Ausable Chasm, etc...

Day 16, Saturday, Sept 1,2

Lake Placid to Tupper Lake, NY, Miles 30, Time 1 hour

Lodging and Events: Two (2) night stay with Ed, Cheryl, Bernice at their cabin, Fishing with Cheryl!

Day 18 Monday Sept 3 (Labor Day),

Tupper Lake to Ottawa, CN via NY RT 3, 58, 68 (Ogdensburg, NY) CN RT 416

Miles: 130, Time: 3 hours

Lodging: One (1) night, Jackie and Pat Williams, 613-680-4652

Events: Visit with cousins Jackie, Pat, Patrick, Dinner out, evening of the 18th

Day 19 - 21 Date: Tuesday, Sept 4, 5, 6

Ottawa to Quebec City, Via CN 417, 40, Miles: 275, Time 5 hours

Lodging: Air B&B: Jean Francois, 69 Rue du Sault-au-Matlot, Quebec G1k 3X7, Canada

Confirmation Code: HM8WY2Z4E9, Receipt # 2914305689

Events: Explore Old Quebec

Day 22, Date: Friday Sept 7

Quebec to St Johnsbury, VT via TC HWY, CN 55, I-91 Miles: 225, Time 5 hours

Lodging: TBD

Day 23, Saturday Sept 8

St Johnsbury to Oxford, CT, via I-91, I-691, I-84, Miles: 250, Time: 4 hours

Lodging and Events: Stay with Robbi and Dave (two nights)

Day 25 Monday Sept 10

Oxford to Manhattan: Miles: 80, Time TBD

Lodging: One (1) night visit nephews Josh and Amanda, 917-292-4121

Events: Dinner with Josh and Amanda,

Day 26: Tuesday, Sept 11

Manhattan to Mt Airy, MD Miles 227

Lodging: TBD

Events: TBD Visit with Melissa, Joe, Easton, Cody

Day 27 Wed, Sept 12

Mt Airy Md to Fayetteville, NC Miles: 351, Time: 6 hours

Lodging: TBD

Events: Overnight stay. Perhaps meet-up with Karl Merritt

Day 28, Thursday Sep 13,

Fayetteville NC to Bluffton, SC Miles 251, Time 4 hours

Lodging: Overnight with George and Cheryl, Dinner in or out

Day 29, Friday, Sep 14

Bluffton, SC to Safety Harbor, FL Miles: 375, Time 6 hours

End of Trip!

Minimum Estimated Miles: 3,709

Details....



Bonjour. Well we are not quite to Quebec yet but I thought I'd better bone up on my very basic French! About 2,300 miles down and not yet halfway but it's been interesting and fun. A few pix along our way that may need a brief description. On way through the mountains of North Georgia we stopped and visited cousins and family and came up an ancient Cherokee burial ground. And we thought FL cornered the market on these things.

Next came a couple days in Chattanooga where, of all things, we visited their aquarium.... which was spectacular. Into the Tennessee and VA mountains and a stop in Staunton, VA (lobby of the historic

Stonewall Jackson hotel) where our daughter spends her college days at Mary Baldwin.



On to beautiful Skyline Drive on the Blue Ridge mountains and a day spent at Gettysburg. It was amazing to relive the events of those 3 days in July 1863 when the battle was really in the balance and any one of a number of things could have tipped victory the other way. It made me wonder again if a nation so divided as ours is today can, in Lincoln's words, so long endure. We visited my 99-year-old Aunt Mary (and cousin Marlene) in nearby Hummelstown PA. She is the last of the "Greatest Generation" in either of our families.

On to NY where we spent three wonderful days visiting around Sackets Harbor, NY on Lake Ontario.

Very historic with this being a central place for several skirmishes between us and the British in the War of 1812. Of course, they burned down the White House then too. We managed a day sail for a few hours on the lake until the weather came up with a vengeance. I always thought sailing in fresh water would be a breeze but just take a look at why we struggled pulling up that anchor! Sheesh!



Finally, we arrived in Lake Placid for a 5-day sojourn in the cottage we won at our church auction in May. I feel like a cross between Robert Frost, Thoreau and Billy Crystal in City Slickers out here. Our hosts are Christine and Jeanie. That's Jeanie on the tractor. She also appears in the LP museum where she's pictured as the bronze medalist in speed skating at the 1960 (being the first time women competed on that event) Squaw Valley (CA) Olympics! Ok, here's the question.... how many of you have

hugged an Olympic medalist lately? We checked that block.

Christine and Jeanie are delightful hosts and we are so glad to spend these 5 days relaxing and settling in a bit. The Adirondack mountains of NY are, as Frost says, indeed dark and deep and the connection to nature here is immutable. It's also a connection to sports and the Olympics which is up my ally. Thirty-eight years ago, I remember watching the Miracle on Ice where a bunch of American college kids beat



the Soviet Union's professional hockey team in what is arguably the greatest single upset in sports history. TAKE THAT Putin. The rink is still there and while not nearly the same as the haunting landscape of Gettysburg, one still gets goosebumps sitting in the stands and reimagining what it must have been like.



We'll enjoy several more days here in LP then on to visit our next door neighbors from FL Ed and Cheryl who just so happen to have a summer place in an even more remote setting on Tupper Lake, NY, then on to Canada and Ann's cousins in Ottawa then our final northern destination of Quebec

before turning the trusty Prius (42 MPG 🤗🤗🤗!) south towards Safety Harbor. And the adventure continues. We hope you are all well and we are taking thoughts of each and every one of you wherever we go.

Au revoir and Hugs,
Mark and Ann

PS: upon our return, we are adding a brief stop at the Naval Academy in Annapolis to pay last respects to John McCain. While infrequently on the same page with him politically or policy wise his example of courage, selflessness, dignity honor, humility and integrity above all is something we as a nation may never see again in our lifetimes. In death his legacy may be part of what helps save our nation from what is looking more and more and every day like an inexorable march to authoritarianism.

POSTSCRIPT:

Just a quick note to let you know after 5,400 miles we are back safe in Safety Harbor. Few towns have a more apt name. Quebec was wonderful. We spent three glorious days there. It was like being in Paris without the \$3,000 airfare. Unlike Montreal or Paris, the people were wonderful about speaking English. Plus, Ann's French was magnifique! We'd go back there in a heartbeat and probably will. The final 5 days of the trip were truncated because of Hurricane Florence and not wanting to come down the eastern seaboard on I-95. This caused us to miss out on visiting several members of the family which we seriously regret. We are still speaking to each other after 29 days in a Toyota Prius, so we can check that off the list. So glad we are home and able to share a bit of our joy with all of the people we know and love. For now, au revoir!

Mark and Ann

Clips from Southwinds Magazines

By Mikey

I usually flip thru Southwinds, but a couple of recent issues had articles I think should be of interest to everyone. Especially important is the one about fire extinguishers. By the way, Southwinds Magazine is free and online at www.southwindsmagazine.com.

Fire Extinguishers By Tom Aversa

Fire extinguishers are not a maintenance-free item. Once a month, you should take the extinguisher out of its mount, turn it over and give it a good whack and shake to loosen up any extinguishing agent that might have settled to the bottom over time. Have the extinguishers inspected and tagged every year. Easy stuff to do—and peace of mind as well.

As I was writing this, I became aware of a recall of the brand name Kidde extinguishers. Kidde is recalling more than 40,000,000 (**Ed. – 40 MILLION !!!**) fire extinguishers dating back to 1973! All of the recalls involve extinguishers that have plastic handles or a plastic push button. The plastic handles and buttons can break or detach when force is applied. These units can become clogged or fail to discharge during a fire. The recalled fire extinguishers came in white, red and silver and were sold nationwide.

Be aware that some Kidde extinguishers with plastic handles are not affected by this recall. If the extinguisher has a plastic handle and a welded neck, it's affected by the recall. If you have one of these extinguishers, you should contact Kidde right away. According to Consumer Reports, to claim a replacement check the brand name and model number against the recall notice. The model number of your extinguisher is printed on the body of the extinguisher. (Call Kidde for the latest information on the recall at 855271-0773 or go to www.kidde.com.)

Booklet Charts — Free Navigation Charts Printed on Your Home Computer

Several years ago, the Office of Coast Survey introduced experimental BookletCharts to the public. The charts could be downloaded as PDFs and then printed out in sections on 8 1/2" x 11" paper on a home printer. The charts were so successful that they were released for all coastal and inland areas where regular charts are available. A great advantage of these charts— besides being free (beyond the cost of ink and paper)—is that they are the latest updated charts available.

The charts are geared towards recreational boaters (they do not fulfill the requirements for regulated commercial vessels) To download the charts, go to www.nauticalcharts.noaa.gov, and click on **Chart Locator**. Then go to the general region you want to find a chart for and zoom in until you find the area chart you need. When you click on it, it will highlight the chart and drop a locator symbol for that chart and outline the area that the chart covers. When the area is outlined you might find that it might only show part of the chart you will be getting.

However, when you download the BookletChart, the download will include both the southern and northern parts. To the right of your screen you will see these symbols: VIEW - BUY - PDF - BC - RNC - NM. To view exactly the chart area you will be downloading, click on VIEW. Once you know the area you want, click on **BC** (Booklet-Chart) and your computer will then download that chart as a PDF with pages that are vertically connected in "booklet" form.

On page one, there will be a guide showing the whole chart split up into single pages that can be printed out on your home computer on 8 1/2" x 11" paper. Each page will be a large enough scale to be easily readable—just like a fully printed navigational chart, except it is broken up into single pages. You can choose the ones you want to print and use them for navigation. The pages can

be laminated or put in plastic sheaths for protection (Ed. needed if printed on an ink-jet printer), even folded up and put in your pocket if you so choose.

>> southwindsaugust2018.pdf

An FM Radio for Hurricane Season? By Steve Morrell

My first cruise to the Bahamas in 1979 for three summer months was barebones. I was on a wooden Folkboat with only a battery for power, and the only way to charge it was by battery charger plugged into an onshore outlet. I had no VHF radio, which would have soaked up power anyway, especially since I crossed the Gulf Stream at night and needed running lights and a knotmeter for navigation calculations. Handheld VHF's were not around in those days, but I figured I'd be okay. A VHF wasn't even required to go through the bridges where you just need a horn to open them. Today, they seem essential, but humans sailed around for a few thousand years without them.

But I did have an AM/FM transistor radio and it proved valuable (besides being a source, limited as it was in range, of music), because while we were cruising the Bahamas, a hurricane approached the eastern Bahamas as we were heading southeast towards Nassau, and we first learned about it on the radio, though reception wasn't so great. We were going to Nassau anyway, so we figured we'd hole up there until the storm passed. (Fortunately, it didn't come through the Bahamas, but the winds kept us from leaving Nassau for about a week. We spent more money in that week than we did in the following month.)

That was the last transistor radio I ever had, and they are a distant memory to most of us. But I recently read a column by Craig Fugate, who was Florida's Emergency Management director from 2001-2008 and FEMA director from 2009 to January 2017. The title of his column was "Radio is a must-have for your hurricane kit." I immediately realized I don't have a portable radio. I was in West Florida when Hurricane Irma came through last September, originally aimed at the neighborhood I live in. We lost power on my street for up to 10 days for some, but we still had cars and cell phones.

But the Florida Keys wasn't so lucky and many lost power and cell phones for weeks. Boats weren't much luckier, but even if they had power to charge a cell phone, cell phone service was commonly destroyed. VHF would be a great help, but not always. Fugate recommends everyone have a radio with AM/FM, because TV and radio are continually broadcasting emergency alerts during hurricane season. He recommends the Eaton American Red Cross radio that has AM/FM, NOAA weather radio bands, can be powered with a hand crank—and also has a solar panel, LED flashlight and cell phone charger. This would solve many problems, but not everyone is going to go out and buy such a self-contained unit (for around \$60).

But there is a way to get FM radio on your cell phone that Fugate wrote about in his column, after noting that few people keep a radio as part of their emergency supplies. Unknown to most people, most cell phones have an FM chip installed in them (and many have had them for years), and you can download an app to activate and listen to FM radio **without needing cell or Wi-Fi service**. Hard to believe, but it's true. The app is called **NextRadio** (search the app store for that), and it's **free**. Not all phones have the FM chip, but most do, and you can find out if yours does by going to www.nextradioapp.com/supporteddevices.

There are other apps that activate your FM chip, but NextRadio is the original and most popular, plus **they now have an app for iPhones**, too. You can also stream radio channels via Wi-Fi, but the app allows you to transform your cell phone into an FM radio receiver, making Wi-Fi unnecessary. You do need an antenna, of course, but your phone earphone jack and wire acts as your antenna—and you must have it to make the app work.

Once you plug in your earphone jack and have radio reception, you can then choose to broadcast to your phone's speaker and bypass the earphone (but you still must keep the earphone plugged in as an antenna). I immediately downloaded the app and tested it, and it works extremely well. There are many options, including one styled just like an old-time radio tuner dial that looks like the ones they use to put in your car. Plus, if you need some music and all you have is your cell phone and you don't want to pay for the increased data usage that comes with streaming via Wi-Fi—just turn on your FM radio on your cell phone.

How much boaters might need FM radio in a hurricane situation is uncertain in a world with so many communication devices, but it is free and works in a device—the cell phone—that most carry around with them everywhere all the time. And it's easily and quickly obtainable. Plus, it can be a source of free music if the power is down (just make sure you have your earphone jack with you). FM broadcasts 100 to 150 miles away. That's one of its biggest advantages, especially if you remember the good ol' days before the digital age when FM radio was the main choice for great music.

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Mike Hembrey
Webmaster & Newsletter Editor
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