



# S.H.B.C. Sentinel

January 2019

V7N1

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.

## **You're invited to the SAFETY HARBOR BOAT CLUB ANNUAL CHANGE OF WATCH CELEBRATION**

**Installation of Officers, Good Food and Drinks, Door Prizes, Games,  
Music, Entertainment, Friends and Fun!**



Change of Watch,  
2016

**Where:** Sheriff's Youth Ranch -- 3180 Enterprise E. Road, Safety Harbor, 34695 **LOOK FOR SIGNS & THE SHBC BANNER**

**When:** Sunday, January 27th

**Time:** 1:30PM – 4:30PM

**Cost:** **Members \$ FREE** / **Guests \$ 20.00** (Catered by Grill Smith Gourmet Restaurant)

**BYO** Adult Beverages. Yuengling Brewery-Sponsored **FREE** Beer & Water will be available

**BRING** either an appetizer or a dessert. The entrée is provided.

These will be the main menu choices (select **one** of the following):

- **Oak Barrel Salmon** (honey-bourbon pepper glaze)
- **Lemon Feta Chicken** (artichoke hearts, sun dried tomatoes)
- **Margherita Pasta** (Vegetarian-penne pasta in a fresh tomato basil sauce)

Side order choices (select **two** of the following):

- ❖ Yukon Gold Mashed Potatoes
- ❖ Fresh Seasonal Vegetables
- ❖ Jalapeno Mac "N" Cheese

Please reserve your dinner and pay (FOR YOUR GUESTS) at January 9th Meeting

**PS: WE'RE LOOKING FOR "SINGERS" FOR OUR "SHBC SALUTE TO BROADWAY" SING-ALONG.**

**CAN WE COUNT ON YOU? WE NEED A COMMITMENT. [CALL OR TEXT:](#) ELLEN HENDERSON @ 727-238-1807**

# GUEST SPEAKER FOR SHBC **JANUARY 9th** MEMBERSHIP MEETING

BY ELLEN HENDERSON - PHOTO PROVIDED BY RALPH BEYHL



Plan to attend our **2<sup>nd</sup> Wed., JANUARY 9<sup>th</sup>** SHBC meeting at 6:30 pm at the Safety Harbor Library. Our guest speaker will be Rn RALPH BEYHL, who's presentation will be "First Aid for Medical Emergencies At Sea". Ralph and his wife have done extensive cruising both independently with the Seven Seas Cruising Association on their 40'+ Morgan Out Island Sailboat.

## “The pictures are too small!”

By Mikey

I was told some people complain the pictures are too small. They said they cannot identify people in some of the images. For some, including myself, this is probably true. However, the images are sized to give a good balance between them and the text. The intent is to put the Newsletter somewhere between a basic picture book and a novel. However, there is a solution, which I use quite a lot.

The S.H.B.C. Newsletter is issued as a PDF (Portable Document Format) for two (2) reasons...

(1) It is probably the most commonly readable format used out there. Windows, Unix, Linux, Web, cell phones, tablets, all can open and display PDF files. This is closest to a universal format we have other than plain text.

(2) PDF is scalable, meaning it can be increased or decreased in size and still have detail in the document. Instructions on how to do this are here:

<https://helpx.adobe.com/acrobat/using/adjusting-pdf-views.html>

I found 99% of the time, you can get the Tools window to pop up if you click near the top of the displayed document. Before long, you will be doing this without thinking about it.

## RECAP OF GUEST SPEAKERS - DEC 5TH MEETING

BY ELLEN HENDERSON

On July 8-15, 2018 Dave Behrle, his wife Patty, SHBC RACE CO-CHAIR John Viverito plus several other Safety Harbor residents (River Rats) went White Water Rafting through the Grand Canyon. Dave showed us Go Pro videos of their adventure.



It was 7 days and 6 nights as they traveled down the Colorado River by motorized rafts, exploring the incredible Grand Canyon. They rafted 188-miles from Lees Ferry to Whitmore Wash, and experienced intense rapids from Category 2-9 (see details below), beautiful hikes, ancient ruins, waterfalls and memorable swimming spots. After each day's events, they enjoyed a feast (made by their crew, who carried all food, supplies, etc. in their two rafts). The vacationers relaxed at camp under the glowing stars beyond the canyon walls. On the last day of their trip, they took a scenic helicopter ride over the Canyon to Bar 10 Ranch, where they said their goodbyes.



A Colorado River trip is an active vacation in a wilderness environment. To ensure the best possible vacation, our intrepid rafters showed up with an adventure attitude ready to explore the hidden depths of the Grand Canyon. Days were spent navigating the mighty Colorado and veering off into a hidden side canyon for a bit of

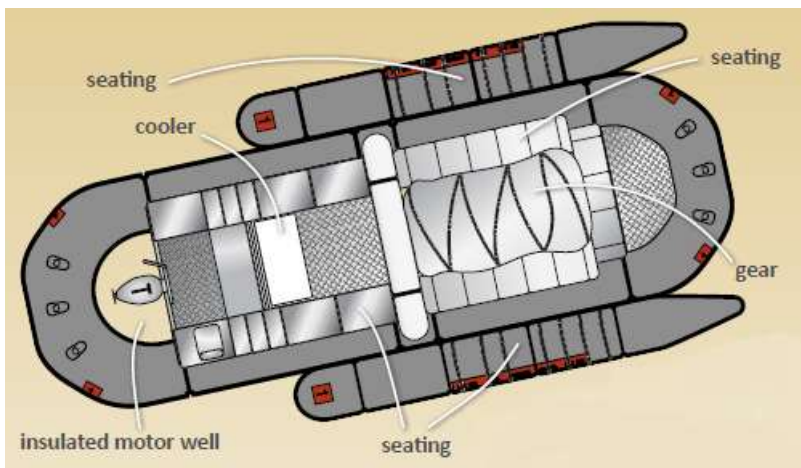
exploring. Nights included camping on sandy beaches or rocky ledges. There were no hotel accommodations or hot showers along the Grand Canyon. The beauty of this type of vacation is the journey and discovery that comes along with it.



As the first rafting outfitter in North America, Hatch River Expeditions provided the ultimate Grand Canyon white water rafting adventure. Vacationers drift by raft down an ancient river flowing between magnificent red rock canyon walls and through impressive white-water rapids. Hatch River Expeditions has the experience of over 80 years in the Grand Canyon and they took care of all the details. Hatch boatmen and swampers are certified Wilderness First Responders, CPR certified and have Food Managers training on top of our

own rigorous training programs.

Hatch rafts are constructed of military spec neoprene rubber creating a highly stable and safe platform for navigating whitewater on the Colorado River. The pontoon design, first used in World War II, was the beginning for motor raft design. It has gone through many modifications and a great deal of evolution over the decades into a highly customized craft capable of safely carrying up to 16 people for extended periods of time.



The main section of our boats consists of specially designed self-bailing aluminum frames to carry all the food and gear for extended trip lengths allowing passengers to have all the



creature comforts required for today's camping trips. At over 35' in length and 16' in width, they are exceptionally capable crafts for all water levels and conditions experienced in Grand Canyon.



The power plant is a 30 horsepower four-stroke outboard motor meeting the stringent standards from the EPA for emissions and sporting ultra quiet exhaust. At 56 decibels, they are so quiet that most of the time you can't even hear them while underway. We continually strive to minimize our Eco Footprint.

Although air temperature in the Grand Canyon can often exceed 100 degrees in the summer months, the river temperature is a constant 47-52 degrees. With this in mind, base quantities on your trip's length and pack according to your own tolerance for heat and cold. Average temperatures in the Canyon are:

INNER CANYON	APR	MAY	JUN	JUL	AUG	SEP
Average	82°F	92°F	101°F	106°F	103°F	97°F
High	/	/	/ 38°C	/ 41°C	/ 39°C	/
	28°C	33°C				36°C
Average	56°F	63°F				
Low	/	/				
	13°C	17°C				

## Meet our 2019 Safety Harbor Boat Club Officers:

By Ellen Henderson, Pix from Archive by Mikey



**Commodore:** Mark Kanuck is a retired US Naval Officer, who will be moving up to **Commodore** after his 2 years overseeing our Club's funds as **Treasurer**. Mark has also been our **Cruising Chair** for the last three years, organizing adventures to **Tampa Sailing Squadron**, downtown **St. Pete**, and **Bradenton**.



**Vice Commodore:** John Viverito, a semi-retired Pediatrician, was one of the founding members of SHBC and most recently has been **Co-Race Chair**. Other Officer positions held by John were **Commodore**, **Vice Commodore** several times and he filled in as **Scribe** for the last few months of 2018.



**Treasurer:** Joan Marzi will be completing her 5th year as a SHBC member. Joan was previously the **Club's Commodore** for two terms and **Club Secretary, (Scribe)** Joan initiated the Halloween Costume Party contest to coincide with the Club's annual Chili Cook-off. She also was a big help with our various parties' food set up and assisted in the party decorations process.



**Secretary, (Scribe):** Millie Nasta, who has been an SHBC member for 2 1/2 years, has been a big help on the Decorating Committee. **Millie** is also a member & former **Commander** of the **Clearwater Sail and Power Squadron** and was a longtime member of **Windjammers of Clearwater**. During her 15 years with **Bay Sailors**, she served as **International Cruise Chair** and **Commodore**. **Millie** privately cruised the Caribbean in the East, North and Western islands.

Congratulations to our new Officers.

Many thanks to our **2018 outgoing officers** for a job well done:

**Commodore:** Joan Marzi

**Vice Commodore:** Linda Brandt, Jurgen Bilhoffer

**Treasurer:** Mark Kanuck

**Secretary, (Scribe):** Sherry Duffy, Ann Kanuck, John Viverito

**Commodore Emeritus:** Ron Poirson

## 2018 SAFETY HARBOR HOLIDAY PARADE

By Dale Cuddeback, Cap't S/V *Incentive*



The City of Safety Harbor Holiday Parade is one of the highlights of the year for the Safety Harbor Boat Club (SHBC). The city parade planning starts during the summer. Plans for the creation of floats and marching with other entries start when the parade applications are released by the city, usually by email. Dale downloaded the parade notice by email, obtained the application papers and filled them out immediately, vying for an early position in the parade. We were given permission to decorate the boat in our usual place in the marina parking lot and await the start of the parade. We were number 17 in the parade position assignment behind the antique firetrucks, many identified as being from as far away as New York and other states. Maybe some of the parade attendees might wonder how the firetrucks arrive from such long distances to enter in the parade. I know I do. Plus, the sirens always send chills down my back when the drivers really open them up.



The SHBC member turnout to decorate the float and walk in the parade was not as many as in the past. Perhaps it was due to the threat of rain which we expected throughout the morning. However, the rain held off until just as we finished decorating. The drizzle chased many of us to Brady's BBQ where we had lunch to await the start of the parade. The decorators and walkers were: Cam, John, Dale, Ellen, Joan, Betty, and Lisa. This year we decided not to pass out candy. However, we doubled the number of beads which the parade watchers seemed to enjoy more anyway. Ron purchased the beads from his source in Lutz.



The Brady BBQ was so good that we left the restaurant late and arrived back at the float late and missed our start position. So we joined the parade in progress six positions late. No problem because the city parade organizers worked us in since we had participated in the parade for so many years. Betty said that her grandson has participated in the parade in 2002 at the age of two which suggested the club had participated in approximately fifteen consecutive parades. Way to go SHBC.

Since our first parade entry in 2002 (my best guess), the SHBC float entry has always been a sailboat heavily decorated by Christmas ornaments (bubbles, bobbles, bangles and bright shinny beads) and if we can find it, the club banner. Cam Carlin generously provided his small sailboat and also pulled it in the parade. Good ol' Cam. The boat's real mast was too high to pass under overhanging tree branches on the parade route and so Cam replaced it with a 10-foot long PVC pipe, which almost buckled under the weight of decorations. Cam's boat is a beautiful highly-varnished wooden sailboat. The boat was mounted on a garage-painted red boat trailer more than slightly rusted; but its tires held air and kept the beautiful sailboat from being dragged on raw street surfaces. Critics will not be tolerated.



Our decorating plan was simple. We opened a plastic container of decorations and started hanging and taping ornaments to the boat until we ran out of decorations or tape, which ever happened first. When the uncoordinated decoration squad finished, we all stood in front of our float and posed for a group picture snapped by a woman who just happened to be passing while decorations were being attached to the boat.



At 1:00 the parade started. Our SHBC parade walkers sauntered along behind the float while distributing the handout strings of beads. The boat float looked great and might have even stood out in a Key West parade. Somehow, I detected a large measure of flair and pride in our float. Commodore Joan had cautioned us not to over-distribute the beads at the beginning of the parade so we would have some left for the kids at the end of the parade route down Main street. We only ran out of beads at the end of the parade to everyone's astonishment.



The weather was delightful with temperatures in the low seventies although it was mostly cloudy. Most of us were exhausted at the end. At the parade end we hurriedly undecorated the boat and took down the mast. Cam then towed the boat back to his home. It was a great parade for such a small town as Safety Harbor. A great time was had by all. A special thanks and a "job well done" to all those members who participated. Yea, our Safety Harbor Boat Club is the **best!!!**



Several members who chose not to walk in the parade chose instead to mingle among the parade bystanders and wave and cheer for our SHBC entry. Spotted in the crowds were Paul and Connie Pope, Joe and Alice Resendez, Bruce Mellinger, Renee Viverito and Mike Penley with his

faithful companion Graham who sat nonchalantly while barking occasionally at something in the parade.

Parade Organizer Emeritus (Ret.),

Dale Cuddeback , S/V *Incentive*

Edited by Linda Brandt



## Best Dressed Couple

By Mark Kanuck

New members Marcus and Debbie Lunt are this year's "Best Dressed Couple at an SHBC Meeting" as they showed up to cast their ballots before heading out on the town for Christmas Cheer.

Unfortunately, we were not having a contest so all they get is this recognition.



## SHBC JANUARY, 2019 CALENDAR OF EVENTS:

Wednesday	9	6:30 pm	Meeting SH Library
Saturday	12	10:00 am	Race Marina
Wednesday	16	4:00 pm	Race Marina
Sunday	27	1:30 pm	Chng Watch Party @ Sheriff's Youth Ranch
Wednesday	30	4:00 pm	Race Marina

## SHBC BIRTHDAYS

BY ELLEN HENDERSON, PIX BY ARCHIVES

Congratulations to all of those SHBC Members, whose Birthdays are ringing in the New Year in January. It seems we have multiple members, who were born on the same day!

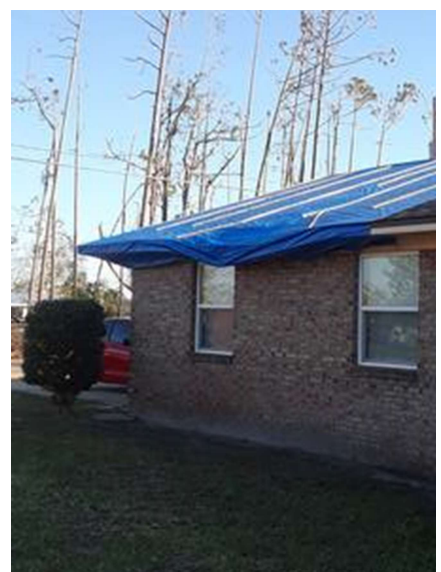
### Birthdays:

1-13	Dick Greenhalgh
1-14	Emily Wagner----->
1-16	Skip Meadows
1-24	Virginia Stein
1-25	Connie Pope
1-25	Debbie Roberto
1-26	Tom Potter
1-26	Bob Sullivan
1-27	Joe Rezendes
1-29	Alice Rezendes
1-31	Dianne Stebbins



## Hurricane Michael Aftermath

By Patricia Coyle, with Pix



Hurricane Michael aftermath in Lynn Haven FL (just north of Panama City). My daughter and son-in-law are okay, minus 5 mature trees on their lot and a hole in the roof. Most of their neighbors are living elsewhere.

## THANKSGIVING CRUISE TO MARATHON ON A PEARSON 323 - PART 1

BY ELLEN HENDERSON; PIX BY GERRARD GAUDRY AND SUSAN STARR

**Susan Starr** has been racing as crew on **Dale C's "Incentive"** and during a post-race gathering, she mentioned that they were looking for extra crew to do their annual Thanksgiving Cruise. Both **Aussie Chris D.** and **Ellen H.** expressed interest. But since **Chris** in the middle of another project, she had to decline. **Ellen** was all in.



This led to two "sea trials" to make sure this writer was "qualified" to join the crew. On one of the "trials" there was **Bruce**, who found out his daughter would be visiting over the Holiday and potential crew SHBC Member **Patricia Coyle** would be up in the Panhandle with her daughter (see pix and details elsewhere in this issue). The crew was narrowing down.

There was a long pizza & wine fueled meeting at **Gerrard's** home where we met his lovely wife **Patricia** and their "granddog" **Nala** plus **Susan** drove over from Lakeland after work. There was lots of discussion about various overnight marina stops and provisions. After these items were settled, the date of departure was next. The original plan was a possible 2-week trip departing on Tues. Nov. 13. However, **Gerrard** ever vigilant of the weather decided that it would be best to depart on Sat., Nov. 17, as a cold front with lots of rain was due to hit our area on Wed.

On Fri, the day before departure, this writer spent the entire day packing provisions and labeling each shopping bag for each particular meal with the contents inside. Of course, lots of warm layers of clothing were packed along with complete foul weather gear including boots and from the Library two books: 1) "Boats and all their parts in French" and 2) Rick Steve's "Guide to French". The reason for my sudden interest in renewing my high school foreign language is that the owners were both born in France and even their dog **Nala** understands French, as they speak it at home.

### **DAY 1- Sat. 11/17/18**

On Sat. 11/17 **Patricia**, **Gerrard** and **Nala** picked me up at 9:15 am and we met **Susan** at the **Gulfport Marina** at 10:00 am. We discovered we had way too many provisions, so about half of the food (dry goods) remained in the back of Patricia's car, as she was going to meet us with their dog **Nala** in Marathon.

At 12:45 pm we departed Gulfport Marina aboard their **Pearson 323 "Ceiliah"**, pronounced **"Kay-Lee"**. We hoisted our sails at the end of Pass-a-Grille Pass Channel. At 2:40 pm Gerard was on the helm. The winds were blowing @ 9 kts from 002 degrees and our heading was 203 degrees on a broad with a partially rolled up jib. At 2:45 pm we crossed the Tampa Bay Shipping

Channel, then gybed our Main & Jib for a 45 degree turn to a new heading of 160 degrees, as the wind was now for the E/N-E, so we unfurled the jib in all it glorious pulling.



By 3:35 pm we passed Anna Maria Island, going and avg. of 5-6 kts. We were 60 nm. to Boca Grande with an ETA of 3:00 am. We had our whisker pole up on the Port side, going wing-on-wing. We were 2mi. off shore with a 31' depth below the keel. (This area has changed since we came back from a Dry Tortugas cruise, where we bumped aground 3 times in this same area, in which the depth went rapidly from 22' down to 4' at 3 am in 35 kt winds. It was pretty scary.) I breathed a big sigh of relief after safely passing Anna Maria Island this time.

At 5:10 pm we had gone 24 nm. since the Gulfport Marina. We were now motor sailing. I experienced by first ever **GREEN FLASH** during the sunset at 5:39 pm! This was a very good omen. By 6:30 pm our wind had shifted & was now coming from the East, so we gybed our Main and took the pole down. Our new wind was 10-11kts, YEAH! Our boat speed was up to 5.7 kts. and we were now on a Port Broad Reach. At 6:40 pm our new heading was 149 degrees. We were 15 miles from Venice and just west of Sarasota. This was Gerard's watch and as we were nearing the Sarasota Airport, we noticed several small planes coming for a landing. (Was this a prediction of weather coming in from the North?) Our boat speed was up to 6.0 kts. Our speed range went from 5.7 - 7.2 kts. We were now 6 hrs. at sea and 32 nm. from the Gulfport Marina.



It was now 9:00 pm and the beginning of Susan's watch. Our winds were up to 14-15 kts with a likewise B/S [**Ed.** = Boat Speed, not that other thing...] increase to avg. 7 kts, with a top speed of 8.5 kts! Our new heading was 155 degrees and were still on a Port Broad Reach with 27 nm. to Boca Grande. By 9:50 pm we passed **Venice Inlet** and were 6 nm. offshore from **S. Venice**. We had logged 50 nm. from the Gulfport Marina. We experience our first abeam splash off **S. Venice**. At 10:45 pm the clutch on the self-steering mechanism was slipping with wind gusts up to 17-18 kts.

## **DAY 2 - Sun. 11/18/18**

Ellen came on watch at 1:00 am. By 1:30 am the moon was setting rendering what had been a beautifully lit up sky to total pitch-black darkness. It was a little eerie as we passed **Charlotte Harbor**. Our B/S was up to 7.2 kts. with a new heading of 150 degrees and the wind range was blowing from aft a beam to forward. While Ellen was in the head a rogue wave caught the sailboat auto pilot vane and we did a 180 turn and back, while gybing out and back. It was an exciting few minutes.



At 2:00 am Gerard adjusted the heading to 143 degrees. 5:00 Gerard was now on watch. We rolled up the jib, turned on the engine and took down the main as the wind had subsided substantially. First light was 5:30 am and the sun was bright by 6:45 am. At 8:30 am Gerard was the breakfast "cook" and he prepared yogurt with granola for the crew. By 9:10 am we were heading 3:40 degrees toward Ft. Myers and we noticed lots of **shrimp boats** heading out for their daily catch. At 9:30 am we motored past the



outer Ft. Myers marker. At Marker # 10, Gerard called the Ft. Myers Dock Master Dave, who assigned us to Slip # 20. By 9:45 am we were docked at the Pink Shell Marina (and Resort) in Ft. Myers at their wonderful floating docks.

**To be continued.....**



Newsletter Terms of Submission:

Material may be slightly corrected for grammatical or spelling errors, but generally left as-is unless you request otherwise. Ideally, a Microsoft WORD document would be easiest to process, but we can work with text, HTML, most word processors, or Google e-mails. 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 (me) for discussing.

**Submissions must be complete with text and images. If received after the 24th of the month, they will be held over for publication and not included in 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  
S.H.B.C. Copyright 2013-2018.