



# S.H.B.C. Sentinel

November 2020

V8N11

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.



Calling All members: we will have a **SHBC meeting**

**Wednesday NOV. 4th 2020**



via **Zoom @ 6:30 pm**

our guest speaker will be **Dan Dickison**.

He will present:



**" Charleston Race Week"**



**Dan Dickison** has been an **avid sailor** since the **early 1980s** and a **writer** and **editor** focused on **maritime topics** for nearly as long. He has written about a **wide array of sailboats** from **radio-controlled model boats** to **100-foot**



racing multihulls to 140-foot traditional schooners. His career has included stints as the editor of **SailNet.com** and **Practical Sailor Magazine**, as well as **associate editor** of **Sailing World Magazine**. As a **freelance writer**, he's contributed to publications around the U.S. including **SAIL**, **Sailing**, **WoodenBoat**, **Sports Illustrated**, **Outside**, **Spinsheet**, **Legends**, **Professional Boatbuilder**, **Charleston Magazine**, **Sandlapper** and **Yachting**. His work has also been published **overseas** in **Segeln**. For nearly **10 years** he was the **Media Director** for **Charleston Race Week** and for more than a **decade** he wrote a **monthly column** for **Southwinds Magazine**.

He lives in **Charleston, South Carolina**, with his **wife**, and they have **two adult daughters**.

## VIRTUAL HALLOWEEN COSTUME CONTEST



The following 7 are Contestants in our Halloween Costume Contest. Their Pix were displayed in Newsletter and sent to our SHBC Officers, who chose a winner, who will be announced at the Nov. 4th Club's ZOOM meeting, when a Publix Gift Card Winner will be announced. Good Luck to the Winner!



Labels in the order displayed....



- Connie Pope – “Cov-19 going to ER”
- Jerry Stein – “Pre Seinfeld”
- Marion Aronson – “Fallen Angel”
- Linda Brandt – “Stranger Things”
- Ellen Henderson – “Maleficent”
- Peter Stein - Jerry Seinfeld
- Leah Conway – “Seer”

## RECAP OF GUEST SPEAKER FROM THE OCT. 4th SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON, PIX FRED BRAMAN



On Wed., OCT. 4th , SHBC hosted our guest speaker **FRED BRAMAN**, who gave a **ZOOM** presentation on **"Sailing to The Bahamas"**. Among the many things we learned about **"Sailing to The Bahamas"** was that **FRED** is **lifelong sailor** and his sailing adventures led to **Fred's** writing, as he described his **crises** along the **US East Coast, Cuba, the Caribbean** and throughout the **Bahamas** over several decades. He has published **over fifty magazine articles** and his **first book, "Too Old Not to Go"**, chronicled his

**2012, two-thousand-mile single-handed voyage** throughout the main island groups of the **Bahamas** in his trusty **Catalina 30' Sloop "Rhombus"**. He **repeated the trip** in **2018** with his friend **Steve**. His talk focused on the two trips plus a little update from **February of this year**.

**Fred** started this cruise from his home port of **Jacksonville, FL** and his route took him to **Key Biscayne** to **Bimini** to **New Providence Island** to the **Berry Islands** to **Eleuthera** to **Spanish Wells** to the **Abacos** and back to **Jax**.

Upon leaving **No Name Harbor** at **Key Biscayne**, his passenger was a nervous bird that jumped ship onto a passing freighter heading back to Miami. The entrance to **North Bimini** is treacherous in that there are missing markers and breaking waves. It's best to come in at the **South Bimini** entrance. They stayed at the **Big Game Club**, which was expensive, unfortunately for 11 days, while waiting for the weather to cooperate.

**Fred's** engine quit between **North Rock** and **Mackie Shoal**, where there were also not channel markers. He had to sail into the slip, where famous golfer, Jack Nicklaus, caught his dock lines, as he was there on a fishing trip. While at **Andros**, he experienced engine water intake problems.

The **NW Providence Channel** has an 18' depth and it's only 25nm from **Chubb Key**, where there's a tall post that's unlit to mark the entrance. **Fred** mostly sailed and he didn't need to refuel until arriving at **Eleuthera**, where he anchored out and found out that visitors were welcome to dinghy ashore, even though it was private property. **Cape Eleuthera** was fortunately in the lea of the Marina, as the winds were 25kts. **Fred** spoke enthusiastically of "**The Island School**", where High School Sophomores and Juniors from around the world spend a Semester studying sustainability. It's located next to the **Cape Eleuthera Institute**. The students learn diving, fish farming, biodiesel and hydrographic farming.

**Fred** used **Marv's Weather**, which repackages weather data from **NOAA**, as "**Rhombus**" does not have single sideband. Between **Governor's Bay** and **Current Cut** they had 20kt winds with gusts between 25-30kts and 4-5' seas, but it was all downwind. **Governor's Harbor** was the **first English Settlement** in the **Bahamas** in **1648**. It was also the **first Republic** in the **New World**.

**Hatchet Bay** was a former lake, but the **Bahamian Government** blew out the entrance in the **1940's**. **Farrington's Restaurant** is a fun place to go at the **Government Dock**, where there's also a grocery store. **Hatchet Bay's Glass Window** is known as the "**Narrowest Place on Earth**". At **Current Cut** there's deep water on the left with a strong 10kt current, much over "**Rhombus's**" hull speed. There's a 3-hr. tide difference on the West side. With 25-30kt winds, they had no place to hide. So, the best time to transit the Cut is 1-1/2 - 1-2/3 hrs. after high tide.

On to **Spanish Wells** there were no big high-rise buildings and no resorts. It was mostly middle-class homes, basically a working fishing village, from which they supply a big **US Restaurant Chain** with **Spiny Lobsters (AKA Crawfish)**. There's also **R & B Boat Yard** for big boat haul outs.

Next was the **Abacos** and "**The Devil's Back Bone**". They anchored at **Little Harbor**, which is shallow with good snorkeling, surrounded by pink houses. It's also the home of the famous **Johnson Family**, owners of **Pete's Pub**. **Randolph Johnson** was a **Canadian**, who arrived and set up his homestead there in the 1950's. He was an artist, specializing in metal sculpture, establishing a foundry.

**Fred** recommended **Steve Dodge's "Cruising Guide to the Abaco's"**. Among their many stops were **Hopetown**, **Man-O-War Cay**, **Great Guana Cay** (**Nipper's Bar** is a must), **Treasure Cay** and **Green Turtle Cay**. **Man Jack Cay** has one house.

Crossing the **Gulf Stream** is best navigated at either **Key Biscayne** or **Port St. Lucy**.

**ZOOM Mtg** attendees, who also shared their experiences in the **Bahamas** were **John Herrick**, **Jack Youra**, **Brian Garry** and **Ellen Henderson**.

**FRED** was a most interesting speaker on the subject of how to deal with **Pirates** on the open seas, so his presentation was informative as well as entertaining.

The 18 **ZOOM** Meeting attendees included: **Commodore Mark & Ann Kanuck**, **Vice Commodore/Race Co-Chair John and Renee Viverito**, **Treas./ZOOM Mtg. Host Joan Marzi**, **John Herrick**, **Mikey Hembrey**, **Ellen Henderson**, **Jack Youra**, **Marion Ruuge-Aronson**, **Brian & Phyllis Garry**, **Marcus and Debbie Lund**, **Mike Smith**, **Scott Hood** and guests **Chris Dollin** and **Willian Eagles (Denver, CO)**.



# SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON, PIX BY ARCHIVES

Congratulations to those SHBC Members, whose Birthdays and Anniversaries fall in the Month of **November**.

## Birthdays:

11-1 John Herrick  
11-4 Linda Brandt  
11-14 Dennis McKenna  
10-21 Ann Scott  
10-23 Anna Jackson Myers  
10-25 Clarence Noles----->



## Anniversaries:

11-10 Curt and Linda Brandt-->



# SHBC VETERAN'S DAY SURVEY:

Survey by Ellen Henderson/John Viverito; Pix Internet



Here are the Results from our **Survey** on how many **SHBC Members** were **Veterans**.  
There were **19 responses** from **17 Members**. **Two members** had served in **2 different Branches** of the **Military**. It seems the **Navy Vets** (**\_6\_**) are drawn to **sailing**, followed closely by the **Army Vets** (**\_5\_**). **We thank you all for your service to our Country. HAPPY VETERAN'S DAY!**

NAVY	( <b>6</b> )
AIR FORCE	( <b>3</b> )
ARMY	( <b>5</b> )
COAST GUARD	( <b>1</b> )
COAST GUARD AUXILIARY	( <b>3</b> )
MARINES	( <b>0</b> )
OTHER	( <b>1</b> ) <u>      </u> <b>Navy/Air</b>

Here is the list of our **Prior Military SHBC MEMBERS:**

**Brian Garry** USCG-AUX-7-9; USCG-TDY/TAD,  
**Patrick Whelen** Army  
**Paul Matthews** Navy  
**Mark Lewalski** U.S.A.F  
**Ed Malik** Patrol Squadron 1 US Navy Air  
**Mike Hembrey** U.S.A.F  
**Chris Garill** Navy Chief Petty Officer  
**Mark Kanuck** Navy 14 years active and 14 years Navy reserve  
**Ann Kanuck** Navy 20 years active  
**Dale Cuddeback** Army  
**R. Scott Hood** Navy  
**Curt Brandt** Army,  
**Linda Brandt** USCG-AUX-  
**Barry Fox** Navy + US COAST GUARD  
**Marty Horowitz** U.S.A.F  
**Mike Denny** Army  
**Tom Potter** Army

## HAPPY THANKSGIVING!

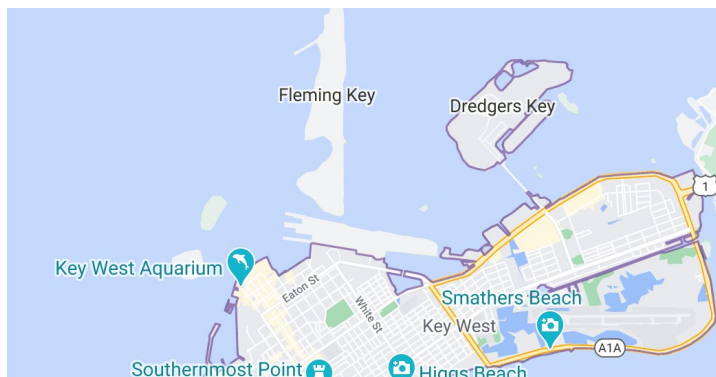


May it be a safe and happy event for each SHBC Member and their families.

## Tired Of Watching TV?

Bu Mikey

Want to watch something commercial-free? I found a link to a bunch of web cams in the Key West area. <https://fla-keys.com/webcams/>



By the way, how many remember that Cable TV justified their cost, versus free over-the-air (OTA) reception, by claiming to be commercial-free.? OTA rules if you are on a fixed income!

# "INCENTIVE" RESCUES KITE-BOARDER

BY: Dale Cuddeback, Edited by Captain Linda Brand: PIX: Internet

Autumn was in the air and the mornings were beginning to cool off. Optimum sailing weather was getting closer. The undeterred sailing vessel *Incentive* and its usual crew Captain Linda and first mate Dale had sailed throughout the summer and were really looking forward to cooler weather. Linda purchased *Incentive* from Dale after she previously crewed on his boat for over two years. With much enthusiasm, Linda quickly learned boat handling and other skills needed to take the boat in and out of its Safety Harbor Marina slip in addition to sailing the open waters of Tampa Bay. Captain Linda's usual sailing area for short one- to three-hour sails is between Safety Harbor Marina and the Courtney Campbell Causeway bridge. Linda's other favored sailing destinations are the delightful Bahama Breeze and Hula Bay restaurants. Linda has previous experience in the US Coast Guard Auxiliary, owned a three-person wave runner and loves the water.

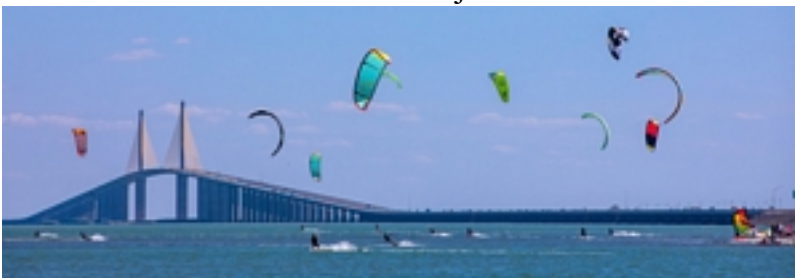
Linda gained experience handling *Incentive* while she and Dale routinely took the boat out almost every week, usually on Wednesday. And if they could arrange it, a weekend sail was included. In this unforgettable year of 2020, the corona virus pandemic was curtailing SHBC club sailing activities. Resolutely, Linda still planned sailing trips just to get on the water and smell the salt air. This particular sail was planned for Thursday (October 22) to take advantage of the more favorable wind predicted to be 10 to 15 mph. To beat the heat in hot weather a departure time of 9am is customary. However, on this Thursday the wind was predicted to be somewhat lax early in the morning, so Linda also planned a later 10am departure. And so, two changes in our sailing routine were made: a Thursday sail rather than the usual Wednesday sail and a 10am departure rather than the customary 9am departure from the marina. These changes would prove to be fateful.

With Captain Linda at the helm, *Incentive's* dock lines were cast off and we motored out into the bay. To gain experience with a new mainsail dousing system, Linda was planning to hoist the mainsail herself which was recently purchased to facilitate sail flaking while lowering the mainsail into a special mainsail cover with "lazy-jacks" attached to the boom. The sales brochure said the operation should be accomplished with ease. I might quickly add the sales brochures need a little editing to provide a better description of the operation. Meanwhile, Dale was stationed on the helm offering encouragement while Linda worked the mainsail. Linda did very well considering this was only the second time she had handled the new sail cover system. Well done, Linda!

With a decent northeast wind varying around 12 mph, Linda sailed *Incentive* for about two hours and both crew enjoyed the sailing immensely. It was about as good as it gets.

We had overshot Linda's usual lunch time and so after some subtle suggestions Linda dropped the mainsail into the new sail cover system, and we started motoring back to the marina with Linda at the helm. Linda loves helming the boat and Dale is perfectly content with this arrangement. At times like this Dale usually slouches down in the cockpit while trying to remain awake.

Linda suddenly asks Dale if he can see a distant blob ahead in the water. Dale rose up to a sitting position and tried to focus on the distant object of Linda's concern. It was too far away to identify. We discussed the



possibility of the object being one of the four kiteboards sighted earlier. Unable to identify the object, we decided the prudent action would be to change our heading and motor toward the unknown object until we

could make positive identification. Fortunately, Linda had already taken the sails down, so we were able to immediately increase speed and motor directly to the object. (I later estimated that it was maybe a mile away when Linda first sighted the blob). After motoring for some time we got close enough that Dale was able to identify someone in the water beside a now-recognizable downed kite sail while frantically waving at us. Linda asked Dale to take the helm while she scrambled up to the bow. When we got close enough that Linda could communicate with the man, she asked if we could help. The man desperately yelled "yes" and it was now obvious he was in serious trouble.

I stopped the boat by reversing the prop and concentrated on letting the boat float down to the man in the water. The prop was also disengaged to prevent entangling the shrouds of the kite, making a bad situation worse. I stayed at the helm while Linda talked to the man who was obviously struggling to keep his head above water. Remarkably, the man was holding on to the kite board and the kite's sail, I initially thought, to prevent them from sinking in the probable 12 feet of water under him. We didn't see a PFD and later decided that he had been kept afloat by air trapped in the sail which was leaking out. We still don't know how long he had been in the water before we got to him. He continued to struggle to stay afloat while Linda leaned over the side to haul the board aboard, struggling with its weight. (I later estimated it weighed about 20 to 30 pounds.) All that time I was afraid Linda might fall overboard. She finally managed to get the board on the deck. Meanwhile, I had been reluctant to leave the helm in case I needed to engage the prop to keep the boat stationary so it didn't drift down into the man. With the board finally on deck, I was able to lean over the toe rail and grab the kite to pull it aboard. While I struggled with the kite sail Linda suggested that Mark swim to the stern boarding ladder and climb aboard. She lowered the stern ladder for him. When he got aboard, he was so wasted he could only sit and was barely able to speak. He did manage to introduce himself as "Mark."

After a while Mark was able to help me haul the kite completely aboard and into the cockpit sole so we could get underway. While Mark thanked us, Linda started *Incentive's* engine and motored us back to the marina. After docking we helped Mark gather the kiteboard and sail to carry them out to his car parked in the parking lot. We haven't seen him since.

After things returned to normal, we ordered our usual veggie sandwich on Cuban bread from the deli and drove to Linda's house to eat and relax. Strangely, I remember us barely mentioning the rescue while we ate and talked about my upcoming birthday and her pending trip to NY. I do remember asking Linda if it was okay to email the club about the rescue, which I did.

It was a really memorable sail. After I returned to my house, I started seriously recalling the events of the day. Some of the thoughts I had were scary. Had we not changed our sailing day to Thursday and our departure time to 10 am, things would have turned out much differently. We would not have been in exactly the right place at the right time to rescue Mark. Had Linda not spotted Mark in the first place we would have missed him entirely. Any one of a number of possible things could have happened differently with unthinkable consequences. At the very minimum Mark would have lost his kite and at the very worst we might not have been there to rescue Mark. Such is the adventures occasionally encountered while sailing.



## **"Wanderlust" For Sale**

by Ron Poirson:

Hello All,

It is time to sell my half of "**Wanderlust**", a **1989 Pearson 27 ft sailboat**.

I am asking **\$11,000** for my **half**.

It has new standing rigging, new bimini, new head. Radial Cut Mainsail in 2016.

Anchor and anchor line replaced in 2017, (got next larger size anchor).

Batteries replaced in 2017.

Recent bottom job.

If interested, please contact **Ron Poirson** at **813-758-6825**.



## **FIRE RECOVERY-UPDATE**

KAREN FURNISH ARTICLE & PIX



There are lots of obstacles to be settled on after the fire. The General Contractor caught Covid-19 and let the permit expire before final inspections. He is still too sick to finish. Also, still fighting with the Insurance Company. Maybe by next year I can be closer to a form of being settled. Karen Furnish

## UPDATE ON MIKE MINTZ

BY ROSE BIFULCO (MINTZ) PIX ARCHIVES



So sorry, I have been taking care of my sister in Ft. Lauderdale; she just passed away. Mike is doing well and he is still at East Lake Manor. It's a difficult time right now.

## 50 Years of Marital Bliss

By Ellen, Pix by Sal Farina



Congratulations to Sal & Nancy Farina on celebrating their recent Sept. 5th - 50th Wedding Anniversary!

## Southwinds Magazine Update

BY JOHN VIVERITO; PIX: WEB



Southwinds Magazine was mentioned in a previous article. Sorry, but Southwinds is no longer published in print, however they do have a cyber edition:

SOUTHWINDS MAGAZINE WEB PAGE (Online)

<http://www.southwindsmagazine.com/>

# Dacron (Polyester) Double-Braid Rope

By Mikey

As some of you know, I am a Radio Amateur. Some of the hardware used on sailboats is also useful in Ham Radio. Interestingly enough, there is a dramatic difference in prices for what is essentially the same product.

I found another rope (if nautical, then line) source you may like to investigate. For example, 1/2" double-braid is about \$104 for a 200 foot roll. If a nautical source, it would likely be \$208 for a 100 foot roll. Anyhow, check out the KF7P Metal Werks site: [www.kf7p.com/KF7P/Dacron\\_Rope.html](http://www.kf7p.com/KF7P/Dacron_Rope.html)

[https://www.kf7p.com/KF7P/Dacron\\_Rope.html](https://www.kf7p.com/KF7P/Dacron_Rope.html)

By the way, if you are concerned about the strength of the rope, a 70' tower coming down will smash a lot more than a 40' mast.

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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 / Newsletter Editor (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  
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