



S.H.B.C. Sentinel

June 2020

V8N6

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.

June SHBC Meeting Canceled

By John Viverito

We trust you are all healthy and practicing safety measures during this time of the Covid 19 epidemic.

We were recently informed by the Safety Harbor Public Library that our monthly meeting scheduled for Wednesday June 3 has been canceled. As of today, it appears our next meeting will be Wednesday September 2nd. We look forward to seeing all of you then and hopefully sooner!

Also, (this should go without saying) all of our activities are cancelled as well. We will schedule activities as soon as it is safe for us to gather. Happy Boating!

When is Junk Mail Not Junk Mail?

By Mikey

When the return address says, “**Money Network Cardholder Services**” It seems some of the Stimulus money is being sent out in the form of VISA Debit cards, in very plain envelopes. And people are throwing them away. From: the MarketWatch website...

Check your junk mail — 4 million Americans are getting their stimulus payments as prepaid debit cards, not checks

Published: May 28, 2020 at 9:13 a.m. ET

By
Nicole Lyn Pesce

The EIP Cards come in plain white envelopes, which some people have thrown away by mistake



Nearly 4 million Americans will get their stimulus payments in the form of a pre-paid debit card.

Don't throw away your junk mail — or you might throw away your stimulus payment.

The U.S. Treasury Department and the Internal Revenue Service [began sending out Economic Impact Payments as prepaid debit cards](#) last week. So almost 4 million Americans still waiting for their cut of the \$2.2 trillion CARES Act can expect to get their stimulus money in the form of an EIP Card, as opposed to a paper check.

Problem is, these Visa cards are being issued by MetaBank (the Treasury's financial agent) and delivered in plain envelopes from Money Network Cardholder Services — neither of which are familiar names for many folks. So reports of people mistaking these for pre-approved credit-card junk mail or scams have been popping up across the country. And in some cases, people have even thrown away the debit cards containing their long-awaited stimulus money before they realized their mistake.

Thomas and Bonnie Moore of southwest Florida **[Ed. Note: Florida is one of 10 states receiving the VISA cards]** are one such pair. They told local CBS affiliate **WINK-TV** that they chucked their EIP Card because they were expecting a stimulus check from the U.S. Treasury. “My husband looked at it, briefly read it and he said, ‘Do you want this?’ And I said, ‘I don’t need another fake card,’ so he cut it up in little pieces,” Bonnie said. “The next thing you see is I am in the garbage can trying to pull out all of the pieces together, which did not work.”

Their neighbor also told the outlet that he found his prepaid debit card suspicious because it bore no official federal insignia, and the return address was Omaha, Neb. “Doesn’t sound like the federal government to me,” he said.

Several people have also complained on Twitter that they mistook their EIP Cards for junk mail.

Subject: JUNE SHBC Newsletter Article

Correction: the article in the April Newsletter titled “Music She Wrote”:

The Article was written By Marion Ruuge-Aronson, **NOT** Ellen Henderson, as previously noted.

SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON, Pix by Archives

Congratulations to those SHBC Members, whose Birthdays and Anniversaries fall in the Month of JUNE, which is truly the month of Brides & Grooms.

Birthdays:

6-2	Bonnie Box
6-9	Lisa Lanza
6-11	Mark Kanuck----->
6-12	June Horowitz
6-20	Chris Garrill
6-?	Kathy Gaye



Anniversaries:

6-21 Mike & Sherry Duffy
6-23 Bob & Skip Meadow
6-25 Mark & Ann Kanuck----->



What I've learned from cleaning boat bottoms

By James Jinright (JJ)

If you are going to do your own bottom.....

1. Be sure of what you are "chopping" on. You don't want to be chopping on a thru hull fitting with your paint scraper! That can be embarrassing if you sink your own boat!
2. Don't dig into your hull with your paint scraper while knocking barnacles off. Use a shallow angle (close to the hull).
3. Don't rub really hard with a Scotch-Brite pad trying to get algae off the water line. Have patience. More lighter wipes, or you will really remove paint! Instead start with a sharp angle scrape of the paint scraper! Just don't press down really hard! Then use a Scotch-Brite. I use a coarse one because it lets the slime wash out of the pad faster!
4. Barnacles and other shell life LOVES a hard bottom. I have noticed that barnacles and oysters grow more readily on steel than fiber glass!
5. Vertical surfaces like rudders collect more growth! The rudder and keel are VERY important to boat performance! Of course, the darker and colder the water, the less growth, but the keel is vital for up wind performance! It often has lots of barnacles on the very bottom of it because at a really low tide it sits on the bottom and grinds the paint off of it!
6. Use pipe brushes to clean inside of thru-haul fittings. Just don't be too rough. You don't want to sink you boat! If your thru-haul fittings are loose- IT CAN HAPPEN-ESPECIALLY IF YOUR BILGE PUMP IS NOT UP TO THE JOB!



Use a wide blade paint scraper to remove barnacles from large areas on the boat. Use a thin blade paint scraper with a slice in it to fit over prop shafts and a sharp point to get into tight stubborn areas.

The point can be used to get stubborn oysters off the boat and in tight engine areas. The stiffer the blade, the better.

Get a handle (available at West Marine) to put on the Scotch-Brite so you don't wear your wrist out. Coarse Scotch-Brite is better, just don't rub really hard.

Tie a lanyard onto your tools with a clip to attach to the D-rings of the BC (buoyancy compensator) of your scuba gear so you don't lose them should you drop them.

You can also wrap your thru-haul brushes in a small rag to keep them together in you BC's pocket. Too many strings tend to tangle!

Fair seas and a nice breeze to all!

Editor's Note: James cleans boats commercially and has several accounts in the S.H. Marina. He can be reached at (727) 667-9745.or jinrightjames@gmail.com

Father's Day is June 21st

Tribute by A. Nonny Moose

Father's Day is a day of honoring fatherhood and paternal bonds, as well as the influence of fathers in society. In Catholic countries of Europe, it has been celebrated on March 19 as Saint Joseph's Day since the Middle Ages.



In America, Father's Day was founded by Sonora Smart Dodd, and celebrated on the third Sunday of June for the first time in 1910. It is held on various days in many parts of the world all throughout the year, often in the months of March, May and June.

Congress passed the legislation proclaiming the first Sunday after Labor Day as National Grandparents' Day. This does not make sense because are not Grandfathers automatically Fathers too?

Too Much TV Time!

By Mikey



There is such a thing as too much TV watching. Not because you are not getting exercise, but because you get sick of it. Same commercial junk, over and over. For example...

Am I the only one that thinks "BUT WAIT!" are the two most **overused** words in the English language? The BOGO advertisers added a new phrase to their portfolio.

Social Distancing means more time for anti-social computing. What I mean is probably not what you are thinking. I should have said calculating, as in I calculate the value of the advertisements. My favorite is the 24-caret gold plated commemorative \$50 coin look-alike. That one that sells for \$19.95 with a limit of 5 per buyer, which makes me want 5 of them. You get 14 milligrams of 24

caret gold coating. If the real coin is worth thousand\$ since being issued, surely this will go up in value too!

Let me find out how long I have to wait... Gold is currently \$1702 per ounce. Wow, that is a lot. But it is only \$54.71 per gram. Still a lot, but not as impressive. BUT WAIT! They said 14 milligrams of gold is on the coin. Now take *CostPerGram* and multiply times *GramsYouGet* to see the value of the gold. So.... \$54.71 times .014 gives you \$0.77 net. BUT WAIT! I am supposed to pay \$20 to get 2 coins (one + a but-wait) worth about 77 cents each? According to these numbers, gold has to value at \$22,108.98 per ounce for me to just break even. Really???

Lots of people running around without masks. Personally, I wear mine to protect ME.

Politicians do not have any medical training. Who should you believe when they say it is safe?

The U.S. has the highest number of COVID-19 cases in the world. It is sad times when being honest makes you look bad.

The President (you know which one) threatened to "strongly regulate" or even shut down social media platforms after Twitter applied a fact-check to two of his tweets. I rarely pay attention, but once in a while something really stupid, and scary, catches my attention. Pretty arrogant thinking they can shut down businesses when they do not like what is being said. China and Russia yes, but surely not here.

You should pray for this COVID Epidemic to clear up. I am just getting started.

MUSINGS IN THE TIME OF CORONA VIRUS

BY ELLEN HENDERSON; PIX BY MARION RUUGE-ARONSON, CONNIE POPE AND JOHN VIVERITO



On Sun., Apr. 26 I met SHBC Member Marion Ruuge-Aronson for a 6' away planned picnic lunch at the SH Marina Pavilion. It was so soul refreshing to look out over the tranquil waters of upper Tampa Bay and to see our beloved Marina after spending 5 weeks at home.

Unfortunately, the street parking was full and lots of young people were bicycling, launching their power boats or just walking around. Oddly, no one was wearing a face mask and gloves during my 1st Face-to-Face socializing since March 20. I guess all of these work-from-home folks were escaping their Cabin Fever Too!



John's pictures show a city coming back to life...



Mama & babies @ Connie & Paul's lakefront getaway home on Lake Bonny.

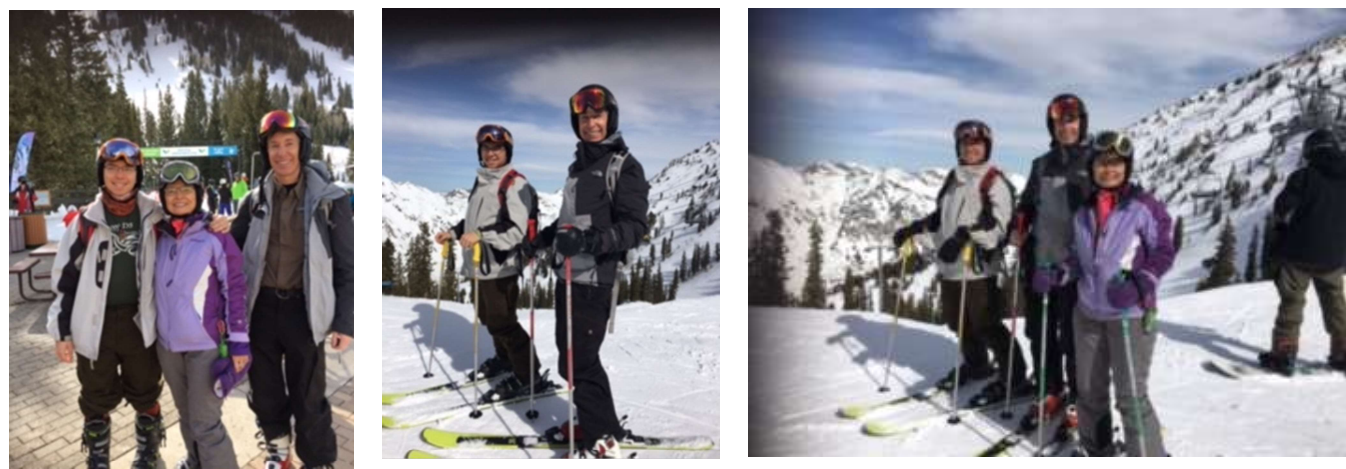
SNOWBIRDS SKIING IN SNOWBIRD UTAH

PIX & ARTICLE-MARTY BINDEMAN AS TOLD TO ELLEN HENDERSON

Although Marty was originally from Ohio and his wife Rainbow hailed from China many years ago, they both fell in love with Downhill Snow Skiing. On their previous Utah Ski Vacations, they had been to Alta, Park City, Solitude & Brighton, but now it was time to hit the slopes at Snowbird.

This was a 3-day getaway to the Cotton Canyon area of the Wasatch Mtns. They took a shuttle bus from the Salt Lake City Airport to Snowbird's Crystal Inn, thus avoiding the hassle & needless cost of a car rental. They brought their own helmets & ski boots and rented the remaining equipment.

Fortunately, for this March trip, the snow conditions were decent with a good base, despite Global Warming/Climate Change. This was just a few weeks before all our lives were upended by the pandemic. The pictures are of Marty Bindeman, Hongjian He (Rainbow), and their son Jeffrey Bindeman.



Wildcat (or: *Four Hours exiting Marco*)

By John Herrick

Day 1	Left Key West 7 AM, arrived Marco 8 PM
Day 2	Left Marco 7AM to 11:30 AM!, arrived Boca Grande 8 PM

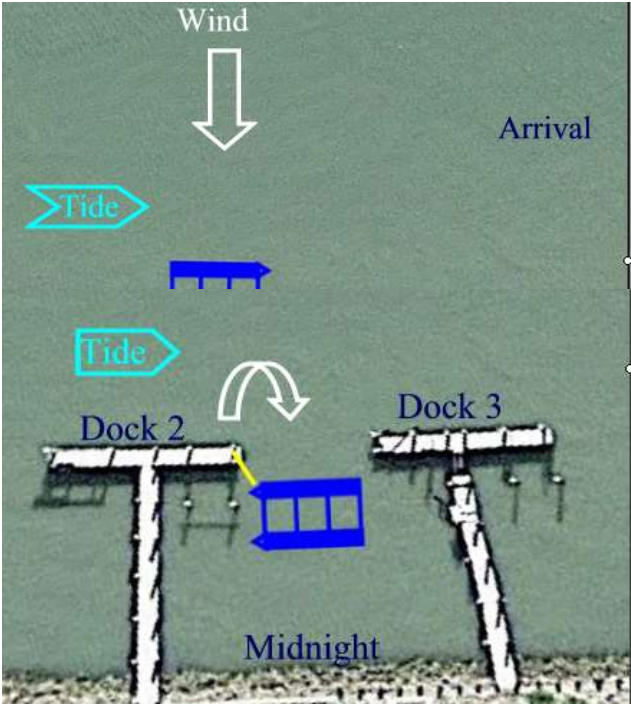
Key West Conch Quest

Wildcat was a 40-foot racing catamaran. Being a racing craft, it only had a 9 HP outboard motor, not enough power in many situations. It also had 4 feet of topsides – murder to try to push against the wind!

Sunday in Key West.

We got up at 7 AM as usual and Tom said "I want to get back to Clearwater." We headed north out of the Bight Marina up Man of War Harbor. We had a good sail up to Marco, getting in just at dark. A group of college kids were on the dock as we pulled up. Tom tied off the bow, the kids tied off the stern. Tom was in a great rush to get a beer and was off. I put things away and then caught up with him. At midnight when we got back, the boat was not where we left it.

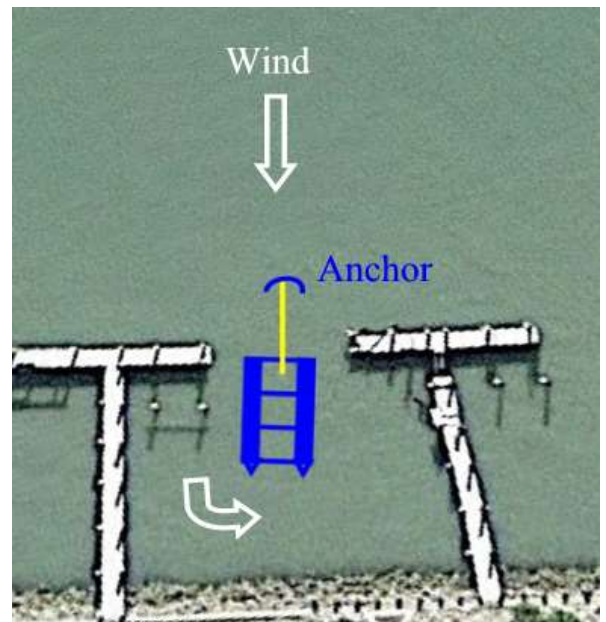
View from above:



(**Error #1**, did not check the stern line) (top sketch shows how we left it, middle sketch shows how it was when we returned) Tom insisted that the bartender released our stern line because Tom had not left a tip. Tom then tied off on dock three before going to bed, he thought that he had done well and that we would be more protected in this new location. We thus went to bed.

Monday:

At 7 AM (begin Hour 1) we got up and decided to leave. The wind was maybe 15 knots. Tide 4 knots. After looking the situation over and trying four times to get the bow out far enough to get back adjacent to the dock (the wind and tide pushing back harder than we could push) The outboard was not of much use; the wind was so strong. I suggested to Tom that we hail a passing power boat to take our anchor out, then we could get out.



Tom said "No G .. D.... power boats." In frustration I threw the anchor over the starboard pontoon as far as I could, then, pulling from the port pontoon, I got the boat rotated around. (bottom sketch). We were free of the prison between the docks, we thought!

(Begin Hour 2) With the tide running four or five knots and the wind blowing 15 knots, we had had a hard time. Now we tried to pull up the anchor. No go. With both of us pulling we could not budge it. There was no roller on the stern to winch it so we tossed the anchor line on to the dock and pulled away –stern first. Suddenly Tom called **stop**.

(**Error #2**) The anchor line had fouled on the rudder! I put the outboard into neutral and we drifted back to the dock. We cleared the anchor line from the rudder and this time made sure that the anchor line did not again drift onto the rudder.

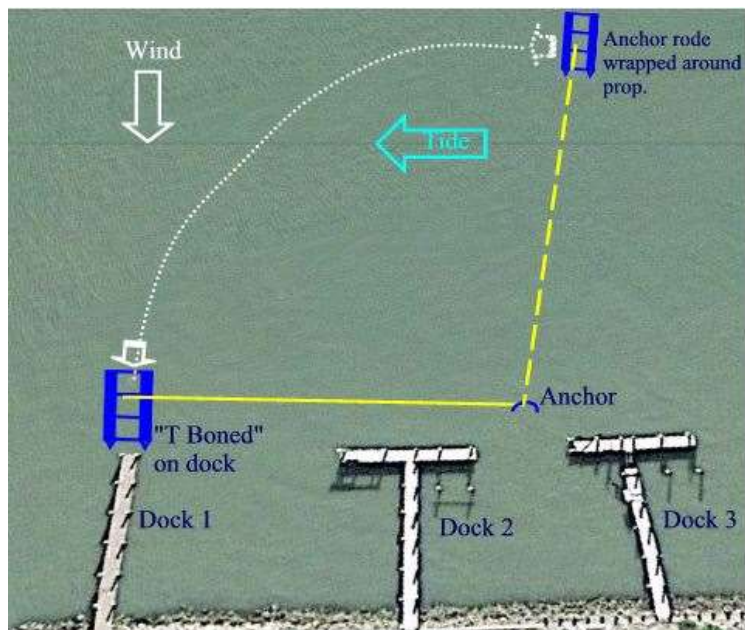
We backed out again. As we backed, I could see the anchor line rapidly paying out from the coil on the dock. I thought that the current must have taken the line and it was all going to payout - leaving us with no way to get the anchor. Suddenly the engine quit. We were 150 feet from the dock. Three times between this point and when we hit dock # 1, I had tried to restart the motor but as soon as I put it into gear it stopped.

(**Error #3**, rode caught the prop) It turned out that when we had put the anchor rode back into the water after clearing the rudder, the anchor rode had indeed missed the rudders, this time it slid down the engine until finally it wrapped twice around the propeller! We ended up drifting west and south before getting pinned ("T" boned) on the dock #1 downstream from where we had started (see sketch above).

(Begin Hour 3)

(**Problem #4** stuck on the dock #1 – we were held by the forestay!)

The combination of wind was now about 20 knots, and the tide was so strong we could not push off. The outboard was of no help. For an hour we tried and tried but to no avail. Finally, ignoring Tom's earlier protest, I flagged down a power boat. It took three tries (the tide forced him downstream every time he started to pull) but he finally pulled Wildcat backwards enough so that we could spin it around 90 degrees and get parallel to the shore!



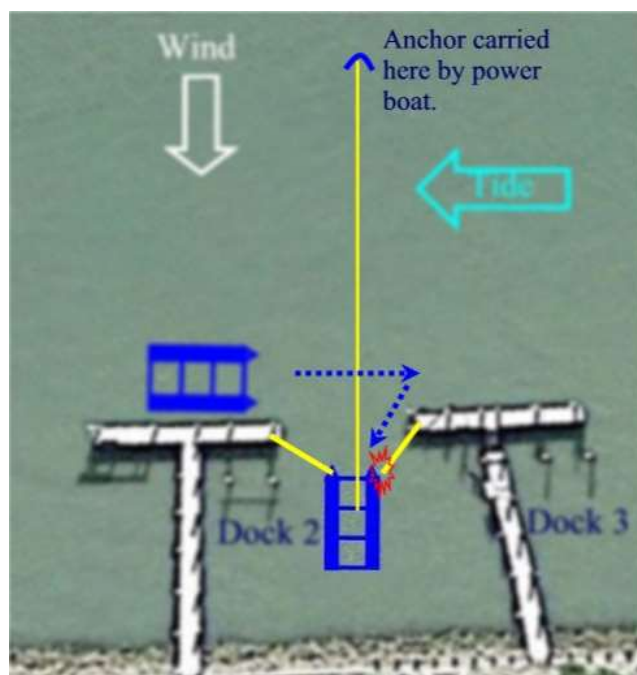
(Begin Hour 4) We then pulled ourselves up to the dock #2 where we were back in the same spot where we had started the night before. We were successful in retrieving the anchor using the winch with the line passed over the bow roller. We finally were back to square one, only 3-1/2 hours later.

Tom and I then sat back and discussed how we were to get away from this dock, we again disagreed. Tom wanted to go forward. I wanted to reverse from the dock. Tom said "I am the owner of this boat and you are to do as I say! Put it in forward and, when I give the signal, put it full speed ahead."

Tom gave the signal after he pushed off as far as he could and jumped aboard. He was only able to push it 6 inches away from the dock. The boat immediately slid back to the dock. I futilely tried to push off as we slid by. Then Tom hollered **STOP!** I reached for the throttle but *wham*, we hit the far dock #3 before I could do anything.

(**Error #5**, rudders need to pull you away from dock, not push you toward it when there is a stiff wind.) Mad scramble ensued to get tied off to the docks. Letting the boat be blown to shore was not an option, the hull was so thin you could see light through it, and the concrete would have eaten it up!

Fortunately, there was no damage other than a 4" hole above the waterline where the shell was damaged. However, we were in the same position we had started at 7 AM, except turned around, and were again trapped between the docks. The outboard could not push us against the 25-knot wind! I again ignored Tom's protest and flagged down another powerboat. He tried three times to pull us out but with the continuing tide rushing by, and the high winds he himself was pushed downstream every time he started pulling on Wildcat. I was on the easternmost dock with Tom in the boat when Tom told the powerboater to forget it and leave. I hollered to Tom to give the anchor to the powerboat. Tom shook his head no. I screamed as loud as I could: **Give him our anchor!!!** (#6, use help when you need it.)



This time Tom agreed and passed the anchor to the powerboat. The powerboat took the anchor 300 feet out into the Marco River and dropped it there, we pulled ourselves out to the anchor and were off.

All of this took less than 20 minutes, yet we had been there for 4 hours.

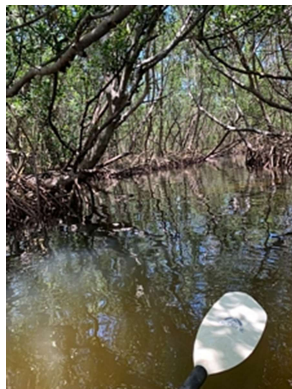
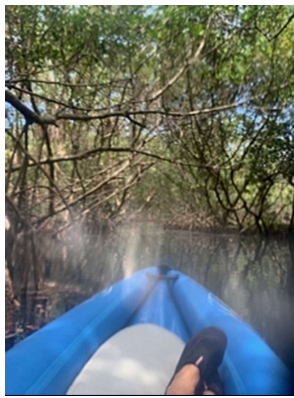
We had an uneventful sail to Boca Grande and then home. Powerboats are useful in a pinch!

Kayak the Weedon Island Preserve

By Marion Ruuge-Aronson

A 4-mile Kayak trip through Mangrove tunnels at Weedon Island Preserve In St. Petersburg. Parking at the marina is limited, so arrive early.

Kayak rentals are available along with guided tours. Best to go online and reserve ahead. Very different kayaking experience.



New Look for Upper Tampa Bay

By Patrick Wheylan



Notice to mariners and kayakers: the stringing of conductors over the upper Tampa Bay is complete. Old timers ..conductors are what we called high tension lines or high voltage wires/cables....

Phyllis and Bryan, I have confirmed with the Duke power engineering dept that the conductors will be 80 feet off the water. Picture taken from Westly Street facing east

Below Deck Sailing Yacht

Suggested by Ellen Henderson

From Wikipedia, the free encyclopedia. (All channels are pay-to-watch.)



Below Deck Sailing Yacht is an American [reality television](#) series on [Bravo](#) that premiered on February 3, 2020. The show is the second [spin-off](#) of [Below Deck](#), another series aired on the same network. Announced in March 15, 2019 the series chronicles the lives of the crew members who work and reside aboard a 177' [sailing_yacht](#) [Parsival III] during a [charter](#) season in Greece (Season 1). Chef Adam Glick previously appeared on two seasons of [Below Deck Mediterranean](#).

If you got this far in the Newsletter, be it known that it makes my skin crawl promoting a **REALITY SHOW**, even if it does include a sailboat.

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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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