



S.H.B.C. Sentinel

May 2021

V9N5

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 MAY. 5th 2021

via **Zoom @ 6:30 pm**

our guest speaker will be

John Herrick

He will present:



"Everything You Wanted to Know



About Seabirds, But Were Afraid to Ask"



John Herrick was born in **Bangor, Maine** and in 1972 he moved to **Oldsmar, FL** where he took up sailing on a **Hobie 14'** on the North end of **Mobley Bay**.

In 1982 **John** was a live-aboard on a 24' sailboat for a year with no A/C. In 1985 he acquired a **Hunter Legend 45'**, on which he was also a live-aboard until 1997. That year he sailed his "home" to **Cuba** as a cruiser in the **St. Pete** sponsored **Regatta**.

On the non-sailing side of his life, **John** graduated from the **Univ. of Maine** at **Orono**, where he was a **Structural Engineer**.

John volunteers as "**Lighting and Sound**" **Director** at the **Catherine**

Hickman Theater in **Gulfport**.

John was our audio/sound engineer with all of his equipment for our **Club's** previous **St. Patty's Day Party** and he'll did it again for our **Memorial Day Party**.

RECAP OF GUEST SPEAKER FROM THE APR. 7th SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON, PIX ARCHIVES



On Wed., APR. 7th at the SHBC meeting, our guest speaker, **Chris Kreitlein** gave a ZOOM presentation from **Pensacola** on "**Celestial Navigation**".

Chris Kreitlein is a retired **naval officer**, who served for 28 years on both **ships** and **aircraft**. He is the **author** of the instructional manual: "**Simple Celestial, Navigation by the Heavens Made Easy**". He has **taught celestial navigation** at **Pensacola State College** as well as at various yacht clubs in Florida. He has also been a regular presenter at **boat show seminars** in both **Miami** and **St. Petersburg, Florida**. He currently sails a **Beneteau 331**, "**PELIKAN**".

Chris shared that Latitude and Longitude are based on the Prime Meridian in England. Readings must be taken from the positions of the Sun, the Moon and Planets. You must have an horizon as a reference point. You'll also need a current Nautical Almanac, which can be bought via Amazon. You'll need Sight Reduction Tables and a Digital Watch. A good Site Reduction Form is important. (Send an email to **Chris Kreitlein** and he'll send one to you.) **Harold Kreitlein** <Ckreitlein@yahoo.com>

You can get a decent calculator for \$14.00 @ Walmart, which will help you discern on the base 60. Of course, you'll need a Sextant, a Parallel Ruler and Dividers.

The sun passes through the Tropic of Capricorn and the Tropic of Cancer. Declination - 1 degree = 60 nMi's or 1" = 1/60th.

Terms: Local Apparent Noon, when the Sun is exactly overhead. It's either 180 or 360 degrees from your position. Greenwich Mean Time is @ the Prime Meridian in England. Annual Nautical Time - set your watch by Gov't time.

Using Sight Reductions - observe Heavenly Bodies - they use 57 Navigation Stars, 4 Planets. Need a minimum of 3 Heavenly Bodies; ie: Moon, Venus & Jupiter. An alternate method is a Noon Sight - uses only the Sun and the Horizon.

Intercept Method vs Sun & Land - Lat & Long for 2 separate readings, ie: Lat: (fancy expensive) Protractor - measure angle up to a heavenly body.

If the sun is @ the Equator - it's 1/2 way between the sun and the N. Pole = 45 degrees.

Longitude - the Sun circles the Earth @ 15 degrees per hour - @ 1800 -1200 = 16 X 15 degrees = 90 degrees W. Longitude.

Longitude - 20 miles is acceptable to get to land - not your boat slip.

For Intermediates- use the Intercept Method - more accurate. It uses the Sun, the Moon and 57 Navigable Stars @ any time of day. No complex math, just use the Sight Reduction Tables and a Sextant. Pick a point near your location; ie: Bearing = 109 degrees - Line of Position; 5 min. = 5 nm.

Shoot the Moon - Lat & Long on a chart. (Side Bar: DO NOT TAKE THIS CLASS FROM THE POWER SQUADRON - They make it too complicated.)

Practice - go to the beach to observe the Sun & the Horizon.

Answers to questions: Columbus used a Quadrant, which is why he missed what he thought was India. The Sextant started being used in the 1800's and it took an evolutionary process to develop. It was used by Lewis & Clark on their Land Journey to find the Pacific Ocean.

Chris Kreitlein offers a semi-private "**Celestial Navigation**" class (5 students) @ \$100 each.

The 15 ZOOM Meeting attendees included: **Commodore Mark Kanuck & his wife Ann, Vice Commodore/Race Co-Chair John Viverito, Treas./ZOOM Mtg. Host Joan Marzi, Scribe Marion Ruuge-Aronson, Ellen Henderson, Jack Youra, John Herrick, Brian & Phyllis Garry, Ron Poirson, Patrick Whelan, Marc & Eileen Berger and guests: Chris Dollin,**

SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON, PIX BY Archives

Congratulations to those **SHBC Members**, whose **Birthdays** and **Anniversaries** fall in the Month of **MAY**. We have a boatload of celebrants this month.

Birthdays:

5-4 Joe Kelley

5-8 Don Gaye

5-9 Renee Viverito

5-11 Sherry Duffy
5-13 Kathy Walker
5-14 Janet O'Brien--->
5-21 Chuck Stebbins
5-22 Jamie Kelley
5-23 Jurgen Billhofer
5-25 Michele Hardy
5-26 Jay Basinger
5-28 Marty Horowitz



Anniversaries:

5-24 Rainbow & Marty Bindeman
5-28 Brian & Phyllis Garry----->

If we missed your special day, it's because you didn't let us know it. So, send your Birthday &/or Anniversary dates to: ellenmaehenderson@hotmail.com



AVAST ALL YE SHBC SAILORS



THE SHBC IS RESUMING SAIL BOAT RACES

!!ALL SKIPPERS AND CREW NEED TO BE IMMUNIZED AGAINST COVID 19!!

!!If we have enough boats we will resume TEAM racing!!
SO PLAN TO ENTER YOUR VESSEL

Our first race will be May Day (*no not a distress signal just the day*)

The schedule is:

Saturday 1 May 2021-10:00 AM Start
Meet at the marina at 09:15 (9:15 AM for a race briefing)

Wednesday Races 5/12 and 26 are a 18:00 (6 PM Start)
Meet at the marina before 17:30 (5:30PM for a race briefing)

Monday 31 May will be:

The Steve Doherty Memorial Race, race start at 10:00AM again Meet at the marina
at 09:15 (9:15AM for a race briefing)

Marina Park Party and Awards Ceremony at the pavilions
17:00-20:00 (5-8PM)



VHF MARINE RADIO CHANNELS FOR RECREATIONAL BOATERS

Googled by Mikey

It's important that boaters use the correct channel when communicating on a VHF (very high frequency) marine band radio.

New Channel Number	Old Channel Number	Ship Transmit MHz	Ship Receive MHz	Use
09	09	156.450	156.450	Boater Calling. Commercial and Non-Commercial. VDSMS
13	13	156.650	156.650	InterShip Navigation Safety (Bridge-to-bridge). Ships >20m length maintain a listening watch on this channel in US waters.
16	16	156.800	156.800	International Distress , Safety and Calling. Ships required to carry radio, USCG, and most coast stations maintain a listening watch on this channel.
1022	22A	157.100	157.100	Coast Guard Liaison and Maritime Safety Information Broadcasts. Broadcasts announced on channel 16.
68	68	156.425	156.375	Non-Commercial. VDSMS
69	69	156.475	156.475	Non-Commercial. VDSMS
70	70	156.525	156.525	Digital Selective Calling (voice communications not allowed)
71	71	156.575	156.575	Non-Commercial. VDSMS
72	72	156.625	156.625	Non-Commercial (InterShip only). VDSMS

THREE SAILORS WALK INTO A BAR...

By Dale Cuddeback with suggestions/editing & pix by Captain Linda Brandt

Three sailors walk into a bar ...but wait a minute, let's start at the beginning.

Captain Larry's wife, Candy, was taking a trip so Captain Larry planned a short three-day sailing cruise on his S/V *Mystic* while Candy was away. When Captain Linda, owner and Captain of the S/V *Green Eyed Lady (GEL)* heard about Larry's planned cruise, she decided to tagalong on her boat for just the first night at St Pete's Municipal Marina. Linda wanted to get more experience in cruising plus she had cabin fever from lack of weather opportunity to sail. Linda asked Dale (previous owner of the boat) if he would like to crew on an overnight cruise to St. Pete and return back to Safety Harbor the next day. Dale of course jumped at the chance to go sailing.

Note: Dale loves to go sailing with Linda because she wants to do all the work and tired, old salt Dale is sure OK with that. Plus, lovely Linda is a sweetheart captain, not afraid of sea dragons or pirates and doesn't yell at her crew. That's three out of three.

So, on Thursday April 8, 2021, the two boats departed the Safety Harbor Marina bound for St. Pete and points beyond. Not unusual ... there was no wind. So, the boats motored uneventfully all the way to St Pete. No dolphins sighted either. However, the sun was shining, and the weather was cool so best not to complain.



The boats arrived at the St. Pete marina around 2 pm with Larry leading the flotilla. Larry docked in his assigned slip first and then went over to help dock the *GEL* since the dockmaster was not of the greatest assistance. A boat owner (Captain Travis) in an adjoining slip kindly rendered assistance also. .

Afterwards, in a summit level meeting, the three sailors came up with a plan where Captain Linda would go shopping while Larry and Dale reconnoitered the new pier for a suitable restaurant for the evening

dinner. Catching the pier tram, Larry and Dale rode the approximate. quarter mile to the end of the pier. On the way, an elderly lady with a dog carriage lost the carriage off the tram and good ol' Larry jumped off the tram and retrieved the dog carriage. (Later, I thought I noticed a bit of a swagger in Larry's gait as we returned to the marina. Nah, not Larry!



Eventually, the three sailors regrouped at the marina entrance and walked to the landmark "Fresco's" restaurant nearby. This is possibly where a "three sailors walked in a bar..." fable could have started but we only had drinks, absent any intrigue. Captain Linda may have been a little disappointed since there is a hint of the adventurous spirit of an early 1600's swash-buckle Buccaneer in Linda.



Linda needed post cards to send to some friends. Linda is noted for her excellent taste in cards. Walking to the nearby St. Petersburg museum, we were disappointed to find the gift shop closed due to the covid-19 pandemic. Linda wasn't going to give up, so she and Larry decided to walk to the Visitor's Center nearby. Dale sat his tired self (in the shade of course) on a nearby bench and watched the passers-by. St. Petersburg is a wonderful city to visit, especially by boat if one knows the wiles of

getting Uber rides.

Linda found cards and souvenirs, and after retrieving Dale, the three sailors caught the tram to "Doc Ford's Rum Bar and Grill" on the pier for dinner. After a great dinner and some loud music, we returned to the marina and gathered on Linda's *Green Eyed Lady* for refreshments and sea stories.

Captain Travis, captain of the boat in the adjoining slip, who had assisted us in docking earlier, tuned into some very pleasant contemporary music, which the three sailors were enjoying immensely. After a while the crew of a nearby large power boat, obviously drunk, began to yell that Travis's music was competing with the heavy metal they were blaring out. After some verbal exchanges, everyone settled down and the quiet pleasant evening conversation resumed on the *GEL*. Later, the three sailors retired to their sleeping bags.

Around 2 am, Dale crept off the *GEL* and headed for the men's room. Laying on the dock walk was a young man talking on his cell about parts for his boat motor. Dale continued on to the men's room where another young man was giving himself a hair trim. This friendly young man asked if I had any advice on sailing to Bermuda. He said he just got his sailboat and was just learning to sail as he went. And he was sincere. I asked if he had charts of the area he planned to sail to and he said he had no charts at all. As I left, I urged him to beg, borrow or steal charts but get charts and good luck. Ah, the innocence of youth. It sure is a different world at 2 am in a marina.



The next morning after all hands had a wonderful night of sleep, and after another summit meeting, the three sailors "Ubered" their way to "The Hanger" restaurant for a delightful breakfast. Having never Ubered before, Dale wisely stayed on the sidelines while Linda tried to coach Larry in the art of Ubering.

After breakfast, the two boats departed the marina uneventfully. Larry continued on his planned cruise southward while the *GEL* headed back to Safety Harbor. Captain Linda and crew had planned to stop for a seafood lunch at the popular "Hula Bay" restaurant just south of the Gandy causeway. While there they planned to top off fuel and get a pump-out. The dock crew manning the fuel pumps was very lackadaisical in servicing us and treated us poorly. We were incensed but managed to depart with a full fuel tank and an empty holding tank. Note: comfort is sailing with a following wind, plenty of water under the keel, a full fuel tank and an empty holding tank.

It was Friday, one of the busiest days for boaters seeking lunch at the restaurant. Leaving the fuel dock and motoring over to the restaurant docks we couldn't find dock space to dock the *GEL* while

we had lunch. So, we had to depart without eating. Despite several different weather forecasts predicting winds in our favor, we were windless. So, we motored through the three high rise bridges toward Safety Harbor. Following Linda's suggestion at the Courtney Campbell bridge, we turned east to go to the Bahama Breeze restaurant for a late lunch. The very narrow channels along the Courtney Campbell Causeway leading to the Bahama Breeze must be carefully negotiated due to huge roadway fill boulders bordering on one side and shallow shoals on the other side. It calls for intense navigation fraught with the high probability of going aground, if the helms person loses focus.

Captain Linda mentioned that she, with Brian and Phyllis Garry, had gone aground a couple of weeks earlier in the same channels while also going to the Bahama Breeze. Fortunately, while paying close attention to the channel markers, Captain Linda successfully navigated *GEL* to the restaurant without mishap or grounding, albeit with a measurable amount of tenseness by all aboard. After a great lunch, we again successfully navigated the narrow channels back out to the open waters of upper Tampa Bay with Captain Linda at the helm. Continuing on we motored all the way to the Safety Harbor marina where we docked in the *GEL*'s slip.

One last thing, as Captain Linda and Dale were securing dock lines, Dale stepped backward and tripped. The end result was a rope burn, a sore bum and a bruised ego. All in all, a great time was had by all without any unusual accompanying mishaps. Linda noted that Dale didn't lose a hat overboard the whole trip. And everybody lived.

S/V Green Eyed Lady,
Captain Linda Brandt

P. S. Captain Larry of the S/V Mystic had planned to cruise southward until the following Sunday but because of a predicted severe weather front, he cut his cruise short and wisely returned a day early ahead of the front.

SHBC MEMORIAL DAY CELEBRATION

BY ELLEN HENDERSON; Pix: Archives



Two events are being planned for **Monday, May 31st**: A **Race** to remember **Steve Doherty** followed by a **Party** at the **SH Marina Pavilion**.

The **Race** is at **10:00am** and will be held in **Memory of Steve** who was instrumental in establishing sailboat racing as a key event in the SHBC Boat Club activities.

For the **Party at 4:00 pm**, the **SH Marina Pavilion** will be decorated in a **Red, White, and Blue Theme**. The **Decorations Committee** will need **Volunteers** to help create an atmosphere for the party. **Decorators** will need to be at the **pavilion by 2:00 pm**. If you would like to help us create a **RED/WHITE/BLUE Theme** at the Marina Pavilion, **contact: Ellen Henderson via text or call: (727) 656-4089**.

We are also looking for a **Party Host(s)**, a **Photographer**, and **Clean-up crew**. A "hands-up" for volunteers will be announced at our next **Club ZOOM meeting on May 5th**. There will also be a **50/50 drawing**.



SHBC Member Patricia Coyle's life will also be celebrated. As of September, 18, 2020, we lost one of our members - Patricia Coyle after a battle with pancreatic cancer. For all of us who knew her and her indomitable spirit in the face of great odds and her love of sailing (and sailors), she was a joy to be around.

We suggest you **come wearing red, white, and blue** as photos will be taken for our Facebook Page and Newsletter. Our **Master of Ceremonies** will announce the **Winner of the Steve Doherty Memorial Race**. Remember to **Save the Date of May 31st on your calendars!**



With Honor & Gratitude
We Remember

Pre-Covid...



SHBC SICK BAY

BY ELLEN HENDERSON



SHBC Member and Scribe Marion Ruuge-Aronson had a nasty encounter with her dishwasher door and the door won, so she's been doing wound care and hopefully will heal soon. Fortunately, there's very little pain. We wish **Marion** a speedy recovery.



John Viverito's bow anchor is undergoing rejuvenation from old age and rust.



Mark Kanuck is recovering from having 5 Stents inserted into his heart.

[Editor's Note: When you get to 6, I think they just give you all new plumbing!]

GOOD-BYE: EMILY WAGNER

BY ELLEN HENDERSON; PIX ARCHIVES



Long time SHBC Member, **EMILY WAGNER** is moving to **Southern California** to be close to her **Son** and **Daughter-In-Law**.

Emily started her sailing adventures in **Hempstead Harbor**, along **Long Island Sound, NY**. She learned how to sail on her friend's **Erickson 34'**, by cruising with him and she also took lessons at the local Club. Initially Emily discovered she loved cooking aboard and felt "it was like an upside-down tree house". Over the Summers they did 1–2-week cruises, where Emily **preferred to be crew** rather than "skipper". Since she **taught elementary school**, she had off during the Summers to enjoy their cruises. Emily later became a **Corporate Trainer** in the **Insurance Industry** and she **commuted** into **Manhattan**. With her 2 children now grown and on their own, Emily retired and she **moved to Dunedin in 2006**, where she immediately joined the **Windlasses** and she raced on the **Club's Sunfish**, on **St. Joseph's Sound**, out of the **Dunedin Marina**. Later, Emily found the (now about to be defunct) **Boca Ciega YC** and fell in love with the Club's **Catalina 16.5' Capris**, on which she both raced and cruised on **Boca**

Ciega Bay 4-5 days each week. Since the Capris don't have motors, Emily also learned to sail in and out of the Marina slips. Helming had become a real joy for her. While in the Boca Ciega YC, she also had an opportunity to cruise with BCYC members on the Gulf.

Emily later joined the **St. Pete Sailing Center** for new adventures on **Tampa Bay**, but she was not a happy camper on the **Ideal 18's** that the Club provided its members. Since Emily had raced in the **Boca Ciega YC's 2012 Bikini Cup Regatta** with this writer, she remembered our **Safety Harbor Boat Club**. So, Emily showed up at our Club's Monthly Meeting and she's been racing and partying with SHBC ever since. She's mostly crewed on what was formerly **Dale Cuddeback's "Incentive"** and later on **John Viverito's "Pegasus"**.

We will miss Emily and wish her good sailing in Southern California.

THE RAINBOW RIVER NEEDS YOUR HELP

SUBMITTED BY ANTOINETTE STEIN

Subject: New article and PBS documentary on Florida springs and Florida government's continuing failure to protect them. The photos of the past failures tell the story and the failure is continuing...



For Rainbow River lovers: "This is a must read article. It tells very

well the ongoing battles that springs advocates, such as RRC, are having with the powers that be concerning the quality and quantity of our springs and spring runs. Please read it. It is the best summary I have seen of our frustrating efforts to protect our water bodies."

Burt Eno, Rainbow River Conservation, Inc. (RRC) President

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Editor's Note: You do not have to type this in. You can copy and paste from the PDF text.

Nitrate levels in the Rainbow River are rising annually. Regulators are allowing big corporations to draw down millions of gallons of water a day from the Rainbow River. These two things are slowly, but definitively reducing the water quality in the river. Florida lawmakers are following the

lead of the Environmental Protection Agency (DEP) and aren't complying with existing Florida law regarding the springs.

Please set aside some time in the next week and email your state legislators. They are only motivated by public pressure. We have over 600 email addresses on our list and if we contact them from all over the state, they will listen. This catastrophe can be reversed, but only if we communicate with them. Thank you for your help!

Hal & Sandy

To contact Florida House of Representatives

<https://www.myfloridahouse.gov/contentViewer.aspx?Category=website&File=contact%20us.htm>

- 1) Click: [Find Your Representative](#) feature
- 2) Add your address
- 3) Click: Find Your Elected Officials
- 4) Fill in your address, city and zip code
- 5) Click: I'm not a robot
- 6) Click: Find Your Elected Officials (again)
- 7) Then email each by name: first name.last name@myfloridahouse.gov Example:
John.Doe@myfloridahouse.gov

Find Your Legislators - The Florida Senate

<https://m.flsenate.gov/senators>

1. [Click the above link](#)
2. [Enter your *Address: in the box provided](#)
3. [Click Search](#)
4. [Click: Email this Senator](#)
5. [From the dropdown menu, click Environment and Natural Resources](#)

[Read the article and then tell them what you want them to know and emphasize that only they can protect these wonderful, irreplaceable natural resources.](#)

[I'll keep you informed as new information is provided. We appreciate your participation; please take a few minutes and do this so the Rainbow River will be there for you, your children, and your grandchildren. If you do this, we can change the Florida springs apathy in the DEP and the Florida legislature.](#)

[Best!](#)

[Hal & Sandy](#)

[Rainbow River - Hal & Sandy](#)

[904 591-3027](#)

hal@rainbowriverfun.com

Jack & Riza Youra Kayaking @ Weeki Wachee

PIX SUBMITTED BY JACK YOURA



Piney Point Report

By Mikey

The Piney Point disaster is under control. At least that is what they are saying. In my opinion, they moved the problem from the Piney Point catch basin to Tampa Bay. If you dilute 50 million gallons of pollutant with 50 billion gallons of Bay water, then it is not so much of a problem, right?

If they had drained it for 20 years, instead of ignoring it, at 7500 gallons per day, I doubt if anyone would have complained, or even noticed. No, they had to dump it all at once and got national attention. And we got a bunch of vacationer cancellations too. It seems the national media loosely reported the facts.

Looking at the map, you can see only a tiny area of Tampa Bay was impacted, and none of the Gulf Coast beaches. Don't get me wrong, ignoring the problem for 20 years was (my son often says I should not say "stupid") asinine.



The map of Tampa Bay



Drain from a Corp of Engineers pumping station



The leak that started the panic



Drone shot of the leak



Drone view of all the basins with polluted water

HAPPY MOTHER'S DAY TO ALL OUR SHBC MOMS & GRANDMOMS!

Happy Mother's Day May 9th.



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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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