



S.H.B.C. Sentinel

June 2022

V10N6

The S.H.B.C. Sentinel is a periodic publication (terms of submission, last page) containing the stories and pictures of past events, and notification of events to come. 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.

MEETING PRESENTATION - SHBC Mtg. - JUNE 1, 2022 - “VIDEO CRUISING WITH SHBC OVER THE YEARS”

By Ellen Henderson, Pix - Archives



We're excited about the Presentation “Curated” by longtime SHBC Member and Professional Videographer Dick Greenhalgh for our JUNE 1st SHBC Meeting

Topic:

“Video Cruising With SHBC Over The Years”.

Time: JUNE 1st, 2022 - 6:15 PM at the SH Library.

It will be a summary of the various Club Cruises over our 22-year History.

RECAP OF GUEST SPEAKERS- FROM THE MAY 4th SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON; PIX: VANESSA GOODRUM & SARA O'BRIEN



A Presentation on "AFTER NINE MONTHS AFLOAT, A SEA CHANGE" was given by Vanessa Goodrum and Sara O'Brien, who were our Guest Speakers for our Safety Harbor Boat Club meeting on MAY 4th at the SAFETY HARBOR LIBRARY. Their presentation was on their Sailboat Cruise from St. Pete to Boston, Mass. We heard about what went right and lessons learned.

Vanessa Goodrum first started sailing in her mid-twenties when she lived in the British Virgin Islands. She bought her first liveaboard boat in 2013 and has been cruising Tampa Bay and the nearby Gulf of Mexico waters ever since. Cruising the East Coast was the realization of a longtime dream.

Sara O'Brien has been sailing for 5 years. She spent 18 years working in television and journalism, producing a diverse array of video and graphic design projects. This background came in handy as she has since created over 50 videos for her **2 Women Sailing** YouTube channel. Sara also owns the St. Petersburg based local humor apparel and screen-printing company, "Wide Sky".



Vanessa and Sara started their 12-state / 9-month journey during the 2021 Covid Pandemic along with their gray cat on their 35-year-old 38.5' Pearson aptly named "Good Stories". It was the perfect time to get away. Their first dilemma was about 30nm N. of Key West with 30 kts of wind on the beam. They decided to go "bare poles", which in retrospect, was part of their learning curve. They ran aground five times before leaving Florida with their 5 1/2' draft. It took them five weeks to go from St. Pete to St. Augustine, with many stops along the way. Since they had planned for a 9-month trip, they were in no hurry.

While they were off the Coast of So. Carolina near Oriental, they encountered a hole in their headsail. No. Carolina, South of Albermarle Sound welcomed them with a swarm of Midges, which fortunately don't bite. They also ordered 2 new headsails from Evolution Sails in NC. For some reason, it was hard to find a holding tank pump-out station in NC.

Virginia presented them with a very hospitable cruising community. Along the Chesapeake Bay, they survived the worst thunderstorms of their trip with 38 Kt winds. They were surfing along at 8 kts under bare poles.

The highlight of their journey was arriving in the shadow of the Statue of Liberty in NY Harbor, which was extremely busy and produced a "rock-&-roll" anchorage. "Hell Gate" on the East River earned its name as their Yanmar engine struggled in the strong current.

Upon arriving in New Bedford, MA, it was time to do accumulated laundry chores, where items were draped on any outdoor surface to dry. Cruising is full of logistical challenges, such as water and diesel tanks.

Boston Harbor, Mass presented them with intense fog. In August, 2021 Hurricane "Henri" was now bearing down on them, so, since they're from Florida, they went into maximum Hurricane preparation mode, while neighboring boat owners watched in awe. A reporter from the Boston Globe told their story in a Hurricane Edition. They also had trouble with their Yanmar engine, which would not go over 1800 rpm. So, after trouble shooting to the max of her mechanical knowledge, Vanessa contacted a local boat engine mechanic, who replaced their fuel line.

On their return trip they did another overnight motor sail about 8 miles off the Coast of New Jersey from Sandy Hook to Atlantic City with 6-8' seas, which were behind them.

Along the Bohemia River in MD, they enjoyed the best sailing of their trip. This was after they had traversed Delaware Bay and the C&D Canal. They were now back in in the Chesapeake Bay, where they had winds of up to 25 kts.



Upon re-entering the Florida Everglades, they dropped anchor 4 mi. outside the Shark River, where they heard about a 7' python that was a stow-away on another cruiser's boat. The prevailing winds were from the East at 10 kts for 4 days.

They spent one night at the Venice Marina, where they picked up another crew member for the last leg. Winds were now blowing at 40kts from the West. The ICW passage was very difficult, in which they traveled 95 nmi in 17 hrs. and arrived back at the St. Pete Municipal Marina at midnight.

Lessons learned: get more Solar Power and have higher Davits.

They also have given this presentation about their sailing trip to Boston at the St. Pete Boat Show and it was very well received.

There are a lot more photos on their Facebook page for 2WomenSailing.
<https://www.facebook.com/2WomenSailing/>

Check out their YouTube channel, where you will enjoy a lot more details provided in Sara's video stories. Plus, they had a lot more fun than all the things that went wrong that they highlighted in their presentation. :-)
<https://www.youtube.com/2womensailing>

Here's the link to their interactive map of cruising stops: <https://qrco.de/bczeJC>

SHBC Meeting Guests and New Members: Guests: Jeff Parsens, Ellie Curan, Greg Fortier, Mary Lou Pelton, Nancy Plunkett, Petra Gonzalez, Teresa Farr-Klinger, Barb Lewin and April Esterhaizen and New Members – Jeff Kittelsen and Deanne White.

The after-meeting Social was at Water Oak Grill. Those who attended the Social were: Mark & Ann Kanuck, Matt & Aicha Jones, Joan Marzi, Ron Poirson, Greg Fortier, and Ellen Henderson

SHBC JUNE BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON, Pix 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
6-27 Ron Carew --->



Anniversaries:

6-21 Mike & Sherry Duffy
6-25 Mark & Ann Kanuck----->



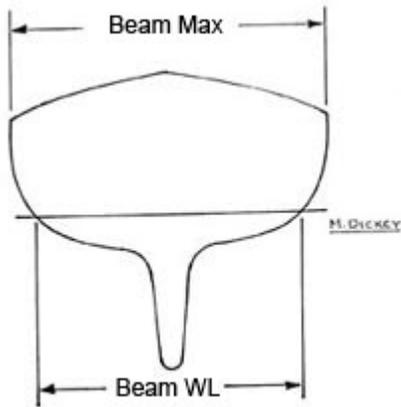
Brewer By The Numbers

by [Ted Brewer](#)

What's the meaning of all those numbers used by yacht designers?

The terms and ratios that follow are used by all yacht designers, so it's a good idea to have an understanding of them if you are considering buying a boat or having a custom design created. You may need to work out some of the ratios for the boats you are considering for purchase from the available information, but the formulas are simple and can be handled by an inexpensive scientific calculator. The one I use in my design business is a Sharp EL-520, almost old enough to vote, and it cost less than \$25 new many, too many, years ago.

Illustrations by Ted Brewer and Mike Dickey

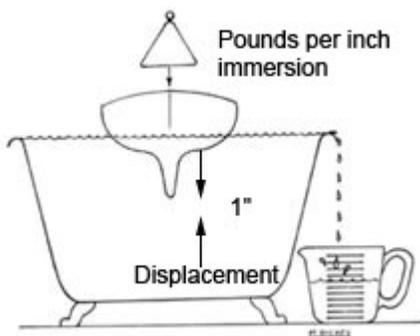


Basic weights and measures

Length: Designers and builders have different ways of expressing length. **Length On Deck (LOD)** is the true length, omitting rail overhangs, and is the honest way to describe the length of a boat. More usually, you will see it as **Length Over All (LOA)**, which may be the LOD if the builder is honest but often includes rail overhangs, anchor sprit, bowsprits, and even boomkins if the builder is trying to sell a "larger" boat. **Length on the Waterline (LWL)** is an important figure to know, as it more closely represents the usable size of the yacht than LOD or LOA, and it is a necessary figure in some of the other calculations. LWL is the length of the vessel as measured from the bow ending of the waterline to the stern ending. It should not include any rudder tip that may stick out past the aft end of the hull proper. Over the years, the LWL will increase as the yacht sinks into the water with the added weight of stores and equipment.

Beam: This is the greatest width of the hull and is often expressed as **Beam (Max)**. **Beam WL** is the width at the LWL and is very useful to know but is not readily available, as a rule.

Draft: This is the depth of the hull from the waterline to the bottom of the keel or fin. Like the LWL, it will vary with the weights of fuel, water, stores, and the equipment added over the years and is usually somewhat more than the original designed or advertised draft. When you run onto a 4-foot-deep rock in a boat with 3-foot 9-inch draft, it is always nice to know that it may not be your fault.



Displacement: If you weigh the boat on a scale, that is her actual (not advertised) displacement and the weight of sea water she will displace when afloat. Most designers figure displacement when half loaded (the boat, that is, not the designer) with stores, liquids, and crew.

Displacement can be expressed in pounds, long tons, or cubic feet; one ton = 2,240 pounds = 35 cubic feet of sea water, at 64 pounds per cubic foot. Fresh water weighs only 62.4 pounds per

cubic foot, so a boat taken from sea water to fresh water will sink into the water and increase her draft slightly. For example, a boat weighing 7,500 pounds will displace 117.19 cu. ft. of sea water or 120.19 cubic feet of fresh water. The difference is 3 cubic feet, so if her waterline area is 150 square feet, she will sink 3/150 of a foot (about 1/4 inch) when she is moved from salt to fresh water. This is truly insignificant for most sailors, unless you are skippering a 90,000-ton tanker.

J, I, P, E: These are letters you see on the sail plans of many modern cruiser/ racers and denote the rig dimensions. As you'll see on the illustration on the next page, "J" is the length of the foretriangle on deck, from the mast to the headstay. "I" is the height of the foretriangle from the sheer to where the headstay intersects the mast. "P" is the main luff and "E" is the main foot. Yawls and ketches will also have Pmiz and Emiz to show mizzen dimensions.

CHOP !!!

[Ed.: This article is 9 pages, much too long for the Newsletter. To read the rest in all its glorious detail, visit this link on our Club website page...

<http://www.safetyharborboatclub.com/SailTipsTheory/SailTipsTheory.asp>

Freedom Sailing Camp of Florida, Inc.

SHBC Member BONNIE MONROE runs the Summer Sailing Camp for Children with Autism. In the past, several SHBC Members have volunteered to assist with boat launching, etc. See schedule using the link below, and to volunteer, contact Bonnie at <freedomssailingcamp@gmail.com>

<https://files.constantcontact.com/07cb3a2a701/5f130ec5-e6d7-425c-974e-123e600014c0.pdf?rdr=true>

[Ed.: Copy & paste the link text is easier than typing it in.]

WELCOME NEW MEMBER: BARB LEWIN

By ELLEN HENDERSON; PIX SUBMITTED BY BARB LEWIN



BARB LEWIN was born in **New York**. She moved to **Florida** in the 1960s, because her **Father** was a **classical violinist**, who played with the **Miami Philharmonic** and because he thought it was a better place to raise a family. **Barb** has **lived** in several parts of Florida: **Miami, Coconut Grove, Tampa, Fort Lauderdale, Naples** and now **Safety Harbor**.

Barb got her **Bachelor's Degree** in **Biochemistry** and **Nutrition** from **USF**. She has been studying **functional medicine/nutrition** for the **past 20 years**. **Barb** is a **Sports Dietitian** and **Functional Nutritionist**. She **works with athletes** and people who want to **be in their best health**. She absolutely

loves what she does! Her work is mainly virtual which allows her to travel.

Her previous boating experience was not as extensive as she would like, but she has **raced and cruised for several years** (just not recently). **Barb owned a 26ft MacGregor** (water ballasted) for a few years. (For the SHBC long term members - two of our previous racing competitors: **Christy Edwards & Sully** each also individually owned a **26ft MacGregor**).

In addition to sailing, **Barb** enjoys **kayaking** and **cycling** and looks forward to **participating** on these **upcoming trips with SHBC**. She also loves to **hike** and **travel**.

She has a cat, that thinks she's a dog. The cat loves to go for walks on the leash.

Barb has attended our **Club's** recent Monthly Meeting and was introduced to the Safety Harbor Boat Club by showing up at our Club's Bulletin Board and meeting our Race Chair. **Barb** went out on a **"check-ride" sail** on **"Pegasus"** with **John Viverito & this writer**. She thoroughly enjoyed the day.

We are looking forward to **Barb's** participating in upcoming **SHBC Sailboat Races, Cruises, Kayak & Bicycle Trips** and future **Party Events**.

Barb is Happy to find like-minded people to sail with!

Barbara Lewin, RDN, CSSD, LDN

"Let Food be thy Medicine..." -Hippocrates

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HELP FOR UKRANIAN REFUGEES IN POLAND

ARTICLE: ELLEN HENDERSON; PIX ARCHIVES + F/F NWSLTR



If you recall in MAY 2019, **Geri Espy** (& Jean Pellegrini) gave a **Meeting Presentation to SHBC** on their **"Cruising Down the Nile in Egypt"**. **Geri** does a lot of **International Humanitarian VOLUNTEER work** including **building Habitat For Humanity Houses in Romania with Friendship Force** plus **servicing with Global Volunteers, teaching English to high school students preparing for Poland's entry into the European Union the following year (2004)**. **Geri** is a retired teacher, who taught in Hillsborough County for many years.

Now, she's planning to help Ukrainian women and children who have fled their devastated homeland by bringing Medicines, etc.

Please read her request below:

THANKS,

ELLEN

Dear Family and Friends,

I want to share with you the fact that I am going to Poland in a few weeks (June 9) with **Global Volunteers** to assist in their efforts to **support the many Ukrainian women and children who have fled their devastated homeland**. Obviously, the psychological strain on these **Ukrainian families** is immeasurable as they worry about their fathers, husbands, and sons left behind to fight for their country, as well as the loss of their homes.

The schools and government offices in the **Eastern county of Siedlce**, where **Global Volunteers** has worked for over **32 years**, are providing humanitarian aid to thousands of **Ukrainian families settling in the area**. **Global Volunteers** has been asked to help offer some relief.

Coincidentally, this is where I first served with Global Volunteers 19 years ago, teaching English to high school students preparing for Poland's entry into the European Union the following year (2004). So, this trip and its mission will be even more meaningful for me. I'll also mention that **Global Volunteers** is a great organization to serve and travel with. Find more info on the internet and tell them **Geri Espy** sent you!

Our team of volunteers bring **Medicines, etc.**, will teach **English** while we host **special evening meals** providing music, games, interaction and relaxation for weary families. We may take families to a museum or cultural activity as another welcome distraction from their sudden heartbreaking situation. As volunteers, we will respond to needs as they arise.

Of course, financial resources are needed to **provide food and transportation for families and school supplies for Ukrainian children** who are being mainstreamed into **Polish classrooms**. Donations are also used to purchase and **distribute urgently needed items for refugees including clothing and hygiene kits, and services such as childcare, healthcare, and photos for Polish ID cards**.

I

If you would like to donate to this cause, you may do so by:

- **Making an online donation through Global Volunteers at <https://globalvolunteers.org/donate>**

This way, you will provide compassion and direct aid to deserving refugees in a time of great need.

Thanks,

Geri Espy

From: Geri Espy <gerisails@hotmail.com>

FUN DAY ON THE SAFETY HARBOR WATERS

ARTICLE: ELLEN HENDERSON; PIX: BARB LEWIN

Barb Lewin went out on a "check-ride" sail on "**Pegasus**" with **John Viverito & this writer**. She thoroughly enjoyed the day.

It started out @ 0 kts & went "roaring" up to 3-5 Kts. The previous week's race was canceled - too much wind - 20-25kt. gusts.



EASTER KAYAKING AT SILVER SPRINGS

CONNIE POPE: PIX

Connie and Paul Pope paddled their kayaks on **Silver Springs** on Easter Sunday.



Pleasure Craft (Micro Trimaran) For Sale

By Mikey



I have a multi-purpose watercraft I decided I should sell. In the picture, you can see it can be powered by foot pedals, trolling motor, oars (not included), or sail. This craft is a Hobie Mirage Outback kayak with upgrades. I have added padded guide rails for easy centering when returning to the trailer. The craft was custom built by a kayak renter and is assembled with stainless bolts and wing nuts.

This means it can be, without tools, disassembled and reassembled in many possible configurations:

As shown, with all components including a bimini top.

A kayak with foot-powered paddles or oars.

A kayak with a sail and one outrigger.

A pontoon platform with trolling motor and bimini top.

An experimental pontoon platform for a bike-powered paddle wheel or propeller.

Something to get the kids out of your boat.

Accessories:

Custom built aluminum trailer with 2" hitch receiver.

Foldable kayak padded seat with back.

Underwater camera, 12v, 90' depth range. (NEW)

Trolling motor, 55 LB thrust, adjustable depth, 5 speeds forward, 3 reverse. (NEW)
Waterproof trailer light kit I not installed. (NEW)
New bungee cord rigging for securing items.
New rudder steering and control lines. (Work in progress)
Modified removable rudder for pontoon control.
Hobie Kayak Outback manual (reprint).

I am asking **\$3300** for the full package.

(**NEW) means never been in the water.

The Wild and Beautiful West

By Marion Rugge-Aronson

Montezuma Castle National Monument



The “castle” is a five-story, 20-room mud-and-stone structure, dating from about 1100 ce, built into a cavity in the limestone cliff face about 80 feet (24 metres) above the valley floor by the prehistoric Sinagua people. It is almost wholly intact. It has no connection with the Aztec emperor whose name it bears but was named by settlers who believed it had been built by Aztec refugees from Mexico. To the northeast is Montezuma Well, a large sinkhole rimmed with communal Sinagua dwellings dating from about 1125 to 1400.

The Grand Canyon, the south rim. The vastness of it is mine boggling.



Monument Valley Utah where a lot of western movies were filmed. Stayed At Gouldings lodge where John Wayne had a cabin. Took a jeep ride through the valley.



Spent Easter Sunday Touring antelope slot canyon on a Navajo reservation in Arizona. The light filtering into the narrow canyon creates amazing colorful effects.

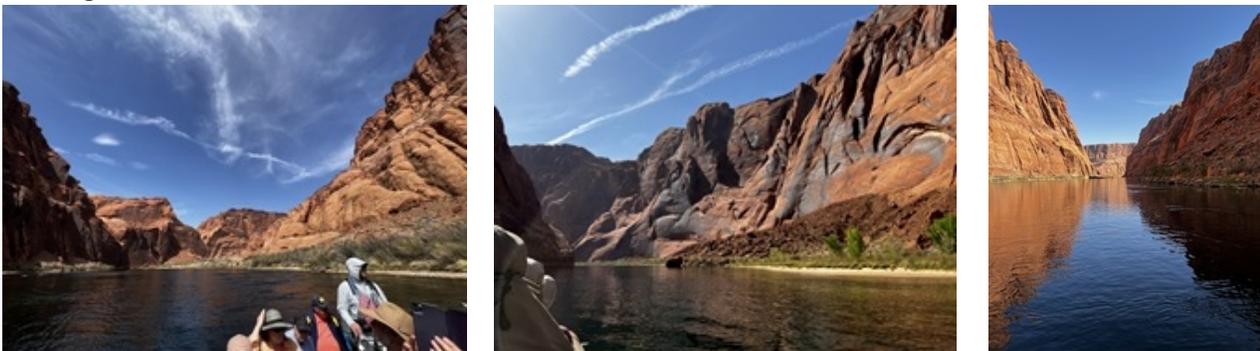


Red Creek State Park in Sidona Arizona.

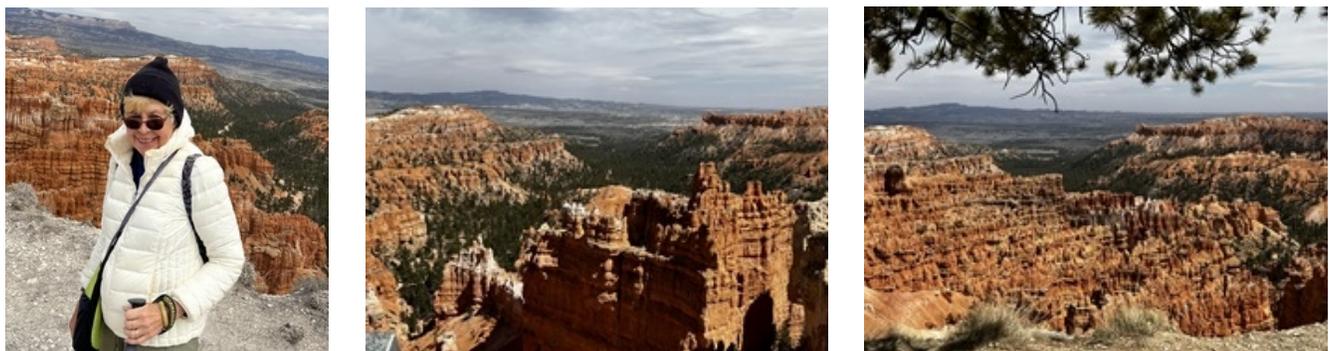
Horseshoe Bend on the Colorado river as viewed from the cliffs above.



Rafting on the Colorado river



Bryce Canyon national Park, Utah



Zion national Park in Utah



Quinton and the KY Derby

By Quinton Smith, with Pix

These first three pics were the honor guard presenting the 148th Kentucky Oaks trophy. In 1924 Lemon & Son, Inc. commissioned Redlich & Co. of New York City to create a loving cup, possession of which would signify having won the Kentucky Oaks competition. Redlich asked George Louis Graff to provide an appropriate design. The resulting sterling silver design was 25 inches (64 cm) tall, with horse-head handles on each side and an ornate silver horseshoe on top.

Each year the winner's name is engraved on the trophy. In 1955, Churchill Downs had all winners prior to the 1924 race also engraved on the trophy. The first winner engraved on the trophy was Princess Doreen in 1924. Her owner Harry Stutts, trainer S. Miller Henderson and breeder from the Audley Farm Stable were there for the first ceremonial presentation.



As per tradition... The navy presents D roses for the Kentucky derby winner... The big case holds the rose blanket made locally it is 10 feet long by 22 inches wide



I cannot say however that I am thrilled with the recent development of guys wearing hats at the derby



As I mentioned before, the navy by tradition presents the blanket of roses. And it's always the Marines are there to protect the squids



I work in the mutual department... Usually in the paddock area this will all change starting next year Churchill Downs is completely reconfiguring the paddock. Making it more of an arena, so we can fit more people in for the parade of horses



Always a good excuse to chat with the ladies... Asked if I can take a picture of their hats



FATHER'S DAY IS JUNE 19th

By Ellen

HAPPY Father's Day to all our SHBC DADS!



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.



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Sentinel 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. **PDF files (and videos) cannot be converted to be used in the Newsletter**, but are okay if the end destination is the Club website. 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 this current 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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