

S.H.B.C. Sentinel

V4N5

May 2016

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.

Editor's Fake Apology – This month's articles may have references to material not included. I was out of the country the last week of April and not able to communicate by text or mail. So I just put together what I had. Not being here is my excuse. Where I was is at the end of the newsletter.

In Memoriam.....

SHBC MEMBER SHIRLEY SULLIVAN'S PASSING

By Ellen Henderson

With sadness, we are sorry to announce the passing of SHIRLEY SULLIVAN a formerly active member of SHBC. Bob Sullivan has lost his wife Shirley to cancer.

Some Club members will remember Bob and Shirley as active members of the Club several years ago. They became less active in our activities as Shirley became ill.

Their large power boat "Fool Consumption" was used as the photography vessel during our Club's first Bikini Cup race 2009.



Shirley & Bob were gracious hosts for the SHBC Pot Luck Club Party in their Community Center at their condo development in Tampa. A large contingent from SHBC showed up and had a great time.

They also allowed other SHBC Members to temporarily dock their boat at the Condo when transiting. We will miss Shirley's beautiful smile and personality.

Here are the details regarding a service for Shirley as indicated in the Tampa Bay Times:

"Family will receive friends Wednesday, April 13th, 3-5 pm, with a prayer service at 3:00 pm, at the Blount & Curry West Chapel, 6802 Silvermill Drive, Tampa. In lieu of flowers, memorial donations may be made to the homebound ministries at Incarnation Roman Catholic Church."

The April 13th Wednesday Night Race was cancelled in deference to Shirley Sullivan, long time SHBC Member along with her husband Bob. Shirley's prayer service was held on 4/13, at 3 pm.

"NO" GUEST SPEAKER FOR MAY.4, SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON

Plan to attend our Wed., **APR.6** SHBC meeting at 6:30 pm, at the Safety Harbor Library.

Since at an earlier meeting, long time SHBC Member, Patrick Whelan suggested that the Club not have a speaker a couple of times a year, we have deemed May as one of those months without a Guest Speaker. Patrick's thinking is that it would give our Members time to "chat" & more time to discuss Club business.

RECAP OF GUEST SPEAKER FROM APR. 6, SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON



At our **APR. 6** SHBC meeting, our speaker was **SHBC Race Chair, Barry Fox**. Since April was the Anniversary of the sinking of the "Titanic", **Barry** gave a presentation on the building of the infamous ship and the forming of the iceberg that sank her. It was quite informative and we all learned a lot more about icebergs. **Barry** also talked about the **International Coast Guard Ice Patrol** that was put into place as a result of the "Titanic's" sinking.

During his US Coast Guard military career as a **Lt. Commander, Barry** participated in this Ice Patrol.



After the presentation, the "**Titanic**" Quiz was administered. **Chris Garrill** won the Club's Door Prize for getting the most answers correct.

If you want to learn more about icebergs and the "**Titanic**", you can order the DVD, "**A Night To Remember**" from the Library,. The 2nd Disc is the complete 47 minute BBC Documentary on this subject. The film on the 1st Disc is also quite good.



We also saw Barry presenting the "Back Bay Triangle" race award to Roof.

WELCOME NEW MEMBER: CLARENCE NOLES

BY ELLEN HENDERSON



Clarence discovered **SHBC** at the recent Safety Harbor Boat Show, that was held 4/8-10/ in the SH Spa Park across from the SH Marina Pavilion. **Clarence** joined **SHBC** immediately after the Sat. 4/23 Club race where he crewed on Barry Fox's "Amelia", on which they finished first in the 2nd race. **Clarence** started sailing with **Bay Sailors**, in which he also crewed with our own **Aussie Chris Dollin**. However, **Bay Sailors**, is mostly a cruising club and he was looking to do more racing than just the annual BS Cup. He also did some Sunday afternoon racing with DIYC, which is not as competitive as their Thurs. night races.

Clarence is an avid bicyclist and he has his own kayak and is looking forward to our May **SHBC Kayak Trip**. He also fishes from his kayak. He moved here from the **Chicago area in 2014**.

UPCOMING MEMORIAL DAY SHBC RACE & PARTY - Mon., May 30,

BY ELLEN HENDERSON

Plan to join SHBC for another day of fun on Mon., May 30, which will start off with a race at 2:30 pm, followed by a Club Pot Luck Party @ 4:30 pm. Something new this year will be our "Taste of Zumba led by Lena Redding, who is a professional Zumba instructor at the Long Center. Lena also attended our recent St. Patty's Day Party.



We will also honor former members Steve Doherty and Shirley Sullivan.

Weeki Wachee Kayak Trip

By Barry Fox



Mark your calendars....Friday, May 20. We have long discussed an SHBC kayak/canoe trip so now IT'S ON! World famous Weeki Wachee Springs is a mere one hour's drive north of Safety Harbor and offers spectacular beauty as 112 million gallons of crystal clear water flow daily 7.4 miles downstream to the Gulf of Mexico. We will start just downstream of the gushing head spring with its beautiful mermaids and paddle 6 miles with the current to Rogers Park.

From there we will be transported back to the starting point and our waiting cars. Twenty kayaks have been reserved for our group, ten tandems (2 paddlers) and ten singles. All kayaks are sit on top styles which are easier for beginning kayakers to master. We have been offered a group rate of \$27.50 + tax for a single kayak and \$32.50 + tax for a tandem kayak. Keep an eye on your email inbox for more info.

Also, check out the Paddling Adventures website for pictures, trip description, and answers to your Frequently Asked Questions:

<http://www.paddlingadventures.com/weeki-wachee-springs/>

SHBC Bicycle trip from Dunedin –Tarpon Springs—Dunedin

Submitted by Jamie Kelley



The weather was wonderful on Saturday, April 9th, perfect for a bicycle Trip. We met in downtown Dunedin at the designated meeting area, as we waited the arrival of a few more cyclists. There were several members in attendance, Mike Hembrey, Mike Hornbuckle, Brian and Phyllis Garry, Barry Fox, Ron Poirson, John Viverito, Jamie and Joe Kelley when we started out. A few blocks over, we met up with Chris Dollin.

We set out strong for our destination of Lunch at Johnny's Tap House in Tarpon Springs. We had a reservation for 1:30 pm and around eleven miles to cover. Soon we were spread out within thirty minutes of each other from the start to finish. Mikey turned back somewhere along the way due to some mechanical issues with his bike but the rest of us pushed on. Some of us took a short break just past Wall Spring Park, to catch our breath and get a drink. We did not hangout too long we the rest of the pack started catching us.

We were only a few minutes late to our destination with arrival around 2:00 PM. Renee Viverito joined us there for lunch and refreshments. The food was great, the service not so great, but we had drinks and good company. After enjoying a nice lunch and a few drinks, we started our journey back to Dunedin. It was much slower pace but seemed to take less time. We made a stop at the Suncoast Primate Sanctuary to chat up some apes. They did not seem as impressed with us as we were of



them. Some members decided to pedal on as we turned down Tampa Road. Around 5:00 PM we found ourselves at Molly Goodheads Raw Bar and Restaurant, we enjoyed some cool refreshments and sat a while conversing. Once we finished our drinks, we made the last leg of our trip to the finish line. Not a bad pedal for a day's work.

Thanks to our Commodore Ron for putting this trip together.

SECOND ANNUAL SAFETY BOAT SHOW

BY Ellen Henderson and Linda Brandt

Ellen:

For the second year in a row SHBC participated with a table in the **SAFETY BOAT SHOW** on Sat & Sun April 9 & 10.

It was a perfect weekend to have a Boat Show in Safety Harbor. Most of the boats had finally returned to their slips, so the SH Marina no longer looked like a ghost town and could easily see the boats on which they might sail, if they joined our Club.

The Marketing Materials were provided by Von Taylor.

Saturday Participants also strung up our Club Banner:

Dale C, Sec./Scribe Joan M, & Jack M

Sunday Table Hosts were:

Commodore Ron P, Vice Com. Ed M., Ellen H., Joe & Jamie K

Incidentally, Joe & Jamie Kelley joined as a result of last year's SHBC Boat Show. What goes around comes around.

This year Clarence Noles became interested in our Club after talking with the Sun. crew.

Linda:

Joan is showing two prospective members some pictures at last weekend's boat show at the Safety Harbor Marina. I also ran into Dale.



Linda: "So, did you go check out the boats?"
Dale: "Naw, just a bunch of powerboats."
Linda: "Spoken like a true sailor!"

S/V Rum Line Day One Transit

By Ann Kanuck



March 30 was a red letter day for Mark and Ann Kanuck. It was the first day of their first official cruise with SHBC. The cruise for most of the SHBC vessels was to be a one day adventure from Westshore Marina, but for Rum Line, the transit included departure from the Clearwater Basin Marina and overnight dockage at the Tierra Verde and St Petersburg Marinas on the way to Apollo Beach and an overnigher again at Tierra Verde on the way home. What an adventure!



The Rum Line's voyage also included multiple crews. Ann and Mark extend a big thank you to all the SHBC salts who sailed (and motored) Rum Line including Ron Poirson, Dale Cuddeback, Ellen

Henderson, Chris Garrill, Jack Box, Jay Basinger, Patricia Coyle, and Marty and June Horowitz.



Since neither of the Kanucks is particularly skilled at proper logkeeping yet, the details of the voyage are somewhat sketchy. Rum Line departed Clearwater Basin Marina at 0925, March 30, 2016, on a flood tide with a reported wind of 6 to 8 knots from the Northeast. Four souls were onboard throughout this leg: Mark, Dale, Ellen and Ann. Rum Line remained under motor during the transit through the Intracoastal Waterway, averaging 5.5 knots most of the way.

We made the Bellaire Bluffs Bridge (bascule) at 1009 by which time the wind had shifted to the east and was estimated at a steady 10 knots. We made the Indian Rocks Bridge (bascule) at 1035. Ellen and Dale pointed out the Marker 34 Grille (previously known as Hamlin's Landing) and commended it's great pool area and free dockage if eating there.

Marker 28 starts the beginning of some of the narrows for which the ICW is noteworthy. We made the park Boulevard Bridge (bascule) at 1105 and shortly after noted the wind had shifted to the southeast. Passage through the Welsh Bridge occurred at 1145, and at marker red 4, we took the left fork in the waterway away from John's Pass.

Other bridges passed included the Treasure Island Causeway Bridge where a malfunction briefly delayed our pass through. We approached at 1224 and actually motored through at 1242. Kudos to the bridge tender for keeping all vessels advised. We made the Corey Causeway Bridge at 1304 and by marker 34 noted a wind change to ESE at approximately 13 knots with white caps. We passed through the Pinellas Bay Way Bridge (bascule) at 1335 and arrived at Tierra Verde Marina at 1400. Jeremy from the Marina assisted in docking Rum Line, and considerable time and thought went into setting the lines due to significant current and the height of the docks. We tied up at high tide and noted that another vessel had apparently gone under the dock and torn away its toe rail as a result of tidal shift.

We had a car waiting for us at Tierra Verde and returned to Clearwater and Safety Harbor well-pleased with day 1 of our first cruise with SHBC!

SHBC CRUISE TO THE TAMPA SAILING SQUADRON AT APOLLO BEACH

SUBMITTED BY ELLEN HENDERSON

Since **SHBC Cruise Chair, Mark** and his wife, **Ann Kanuck's Endeavor 33' "Rum Line"** is docked at the Clearwater Seminole St. Marina, the SHBC trip to Apollo Beach and back was a five day cruise with different crew members on each leg.

DAYS 1 & 2 are covered in a separate article submitted by **Ann Kanuck**

DAY 3 - LEG # 3 - FRI. 4/1/16 - FROM ST. PETE. MARINA TO APOLLO BEACH

Souls on board: Owner, Mark Kanuck, Jack Box, Patricia Coyle and Ellen Henderson

We departed the St. Pete. Municipal Marina @ **9:35 am**, Winds: "S" 6-8 kts, clear and sunny.

9:50 am - hoisted Main & Genoa with **Jack B.** on the helm on a beam starboard reach.
9:52 am - turned engine off under sail only - 5 kts. First VHF Radio communication with **Dick Greenhalgh** aboard "**Island Girl**".
10:00 am - 5.4 kts. Hdg. 90 degrees.
10:04 am - New helmswoman, **Ellen H.** New hdg. 120 degrees - 6 kts. Hazy shoreline to the East.
10:19 am - New hdg. 135 degrees - 4.2 kts. passed Channel Markers R-8 and G-7
10:20 am - 5.7 kts. - 10 degrees heel - passed Channel Marker G-6
10:27 am - New hdg. 145 degrees - 3.0 kts.
 Had to change hdg to 130 degrees to cross behind the Crane Ship from China that was heading to the Tampa Port Authority. (See Separate newspaper clipping.)
10:37 am - traversed G- Cut Channel
10:45 am - **Patricia C.**, new helmswoman - New hdg. 120 degrees 5.3 kts., Wind still from "S" increasing to 8-10 kts.
11:00 am - 15 degrees heel - boat speed 5.7 kts.- New hdg. 130 degrees. Spotted the SHBC sailboats about one nm behind "**Rum Line**".
11:07 am - 6.1 kts.
11:15 am - wind speed down to 5-6 kts., boat speed down to 4.2 kts.,
11:30 am - passed Beer Can Island to port, boat speed 5.3 kts., hdg. 130 degrees, 5 degrees of heel.
11:31 am - **Jack B.**, new helmsman - 10 degrees of heel.
11:33 am - passed ISO 80' tall to port.
11:35 am - New hdg. 65 degrees. 2-3 degrees angle of heel.
11:40 am - tacked onto port.
11:44 am - rolled up the jib and turned on the engine.
11:50 am - met up with the **SHBC Fleet** that had come from the **West Shore YC: "Jean Marie," "Island Girl" and "Sun Catcher"**.
11:55 am - took main down.
12:00 pm - entered TSS Channel
12:30 pm - picked up Crew (**Dick G. & Ted Hill**) of "**Island Girl**", which had rafted up with "**Sun Catcher**", whose single handed crew **Patrick Whelan** had opted to stay aboard to "guard the boats". **Patrick** missed a great party ashore at TSS.
Chris Garrill's "Jean Marie," and crew (Ed Malek & Joannie Marzi) had already docked in the TSS Club Marina.
12:40 pm - **docked "Rum Line"** with the assistance of TSS **Race Chair, Nick LaVelle**, who volunteered his boat slip to us, because there was seawall construction under way and the extra slips were unavailable.
 Terrific Pot Luck Party hosted by the Tampa Sailing Squadron on their back porch overlooking the Marina. What a gracious group of people in TSS. **SHBC Cruise Chair, Mark Kanuck** did a marvelous job of organizing the first Club Cruise for 2016.

DAY 4 - LEG # 4 - MON. 4/4/16 - FROM APOLLO BEACH - TSS MARINA TO TIERRA VERDE MARINA

Souls on board "**Rum Line**": Owner, Mark Kanuck, RON POIRSON and Ellen Henderson

10:19 am - We departed the TSS Marina- **Nick LaVelle** graciously bid us "adieu". Incoming tide, winds N/W - W 3.5 kts., 9-14 Channel depth. Avg. outer Channel dept 5.8-5.9', very flat water.

10:30 am - **Mark K.** on the helm, motoring @ 2100 rpm, 7.9-8.9' depth, Hdg. 260 - 5.2-5.3 kts.
10:50 am - New helmswoman, **Ellen H.**, avg. depth 19', course change to 240 degrees.
11:15 am - passed a freighter going up the Channel approx. one mile ahead.
11:25 am - altered course to 210 to avoid a Barge from NYC.
11:35 am - crossed the Ship's Channel - max depth 50'.
11:40 am - altered course to 225 toward the Misener Bridge Channel.
11:55 am - New helmsman, **RON P.**, hdg. 230, depth 17'.
12:45 pm - New helmsman, **Mark K.**, passed Channel Marker #1, course change to 255 degrees.
1:00 pm - passed Red Marker #6
1:08 pm - passed Green Marker 7-A & Red Marker #8. Also passed a 35'-40' Cabin Cruiser that was aground just South of the Channel in 2' depth & East of the Misener Bridge. A small tug boat was trying unsuccessfully to pull them into deeper water and a Coast Guard Boat was along side them (just in case??). Unfortunately for them, it was low tide, so they probably had a long wait to get into safer water.
1:25 pm - passed under the Misener Bridge.
1:37 pm - passed Red Marker #18.
2:00 pm - caught Bridge opening at Structure "E".
2:15 pm - docked "**Rum Line**" at the Terre Verde Marina in Slip #20, bow in with winds from the West.



We're all looking forward to our next Club Cruise to be organized by **Mark Kanuck**.

SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON

Congratulations to those SHBC Members, whose Birthdays fall in the Month of May:

5/4 - Joe Kelley
 5/8 - Don Gaye
 5/14 - Janet O'Brien
 5/18 - Jack Meyers
 5/22 - Jamie Kelley
 5/28 - Marty Horowitz

May Wedding Anniversary Celebrants are:
 50th Wedding Celebrants - Brian & Phyllis Garry

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



FIRST SHBC RACE AFTER DREDGING OF THE SAFETY HARBOR MARINA

BY ELLEN HENDERSON

Our first Saturday Series Race for April was on the 23rd, with a 10 am start. Sailflow was calling for 6 knot winds out of the west with gusts to 9 with a very comfortable 72 degrees & nearly 0% chance of rain. We got our wish and then some.

Barry Fox, our **Race Guy** ran the 1st race, which consisted of a windward start to NW, with an immediate button-hook turn around the port end mark of the start line, so that the boats could have a wing-on-wind leg South to the White Mark near the small bridge along the Courtney Campbell Causeway.

Aboard **John V's "Pegasus"**, we practiced several starting approaches and decided that running the line on a starboard tack was the most prudent decision, as a port tacking approach was dangerous with the fleet approaching and with the shifty (40 degree range) winds. However, **"Jean Marie"** with guest helmsman, **Dale C.** decided to cross our bow on port tack and they wouldn't give way after being hailed by our starboard tack boat. Oh well.

There seemed to be a "wind corridor" that both **"Pegasus"** and **"Jean Marie"** slipped into, whereas **Barry F's "Amelia"** opted to take a westerly path, while **"Wanderlust"**, with **Commodore Ron P.** helming, was holding onto the 3rd place position. **"Pegasus"** was the first to round the White Mark, with **"Jean Marie"** 1 min., 10 sec. behind.

The 2nd leg was hard to weather, as the wind was still coming from the NW. However, **"Pegasus"** tactician, **Ellen H.** had forgotten to re-raise the main halyard from loosening it for the downwind leg, before the White Mark rounding, necessitating tightening up the downhaul, thus losing about 6-8" of valuable Main sail area, as there was too much pressure on the main halyard and the starboard winch was already loaded with the jib sheet. By the second mark rounding (the temporary orange mark) **"Pegasus"** was now 1 min., 30 sec. ahead of the 2nd place boat, **"Jean Marie"**.

The last leg included some tacking with a wind range from 270 - 300 degrees. **"Pegasus"** was first to finish, after suggesting that the winds (which were now white caps) were so good that we have a 2nd race. **Race Chair, Barry F.** took a VHF radio vote and 3/4 of the fleet opted to do a 2nd race, while **Chris G's "Jean Marie"** chose to abstain.

For the 2nd race, **"Wanderlust"** was the race committee and they selected a downwind start for the fleet. The wind now had a SW component, which afforded a reaching leg with the poled out jib and main out on the port side. Even though **"Pegasus"** was again first over the line, **"Amelia"** had a much better start than in the first race and passed **"Pegasus"** along the leg and was first to round the White Mark. The 2nd leg was now a fetch, so it behooved **"Pegasus"** to stay to windward behind **"Amelia"** so as not to catch her "dirty air". **"Wanderlust"** was picking up speed and became a threat to **"Pegasus"** 2nd place position. After the Orange Mark rounding, **"Amelia"** hardened up, as did **"Pegasus"**.

Promptly, both boats tacked west, as it was the favored side of the course. There was some additional tacking to finish with **"Amelia"** first over the finish line. See recent racing results for details.

Recent Racing Results

By Barry Fox

Saturday, April 23rd, Race #1; Winds NW 8 kts Gusts 12 kts

	Elapsed Time	Corrected Time
1st - Pegasus	1:10:24	1:03:57
2nd - Amelia	1:13:06	1:13:06
3rd - John Marie	1:20:16	1:16:53
4th - Wanderlust	1:20:53	1:20:53

Saturday, April 23rd, Race #2; Winds NW 10 kts Gusts 15 kts

	Elapsed Time	Corrected Time
1st - Amelia	58:49	58:49
2nd - Pegasus	1:06:38	1:02:32
3rd - Wanderlust	1:12:45	1:12:45

Wednesday, April 27; Winds SW 8 kts Gusts 12 kts

	Elapsed Time	Corrected Time
1st - Amelia	58:58	58:58
2nd - Pegasus	1:06:38	1:02:32
3rd - Jewell Ann	1:13:28	1:05:10
4th - Wanderlust	1:09:40	1:09:40

I Took A Week Off

By Mikey

Even retired persons should take a vacation once in a while. When a trip to Cancun, Mexico is offered, one should not refuse. My son Jason was the project sponsor, but Jackie was the enabler and organizer.

They chose a place that is called "All Inclusive", meaning all services (except a couple of minor ones) were in the package deal. I had a second floor room with an amazing of the Caribbean Ocean.



Food, and drinks were included in the charges. Even alcohol was part of the package. My room refrigerator was stocked with soft drinks and beer. I had wine or beer with every meal and never touched the fridge stock.

The weather there was nearly identical to Tampa Bay except for one major difference. The wind there was always blowing 10 to 20 knots, which made the humidity less noticeable. This wind was in my opinion a sailor's dream. However, I found it odd that I saw only ONE sailboat, off in the distance, the entire six days I was there.





[The white dot on the horizon, in the middle, is the sailboat.]



The hotel also has dolphin pools with two dolphins. I was concerned by how they might have been treated until I saw employees tending to them. It was obvious their medical welfare was of prime importance.

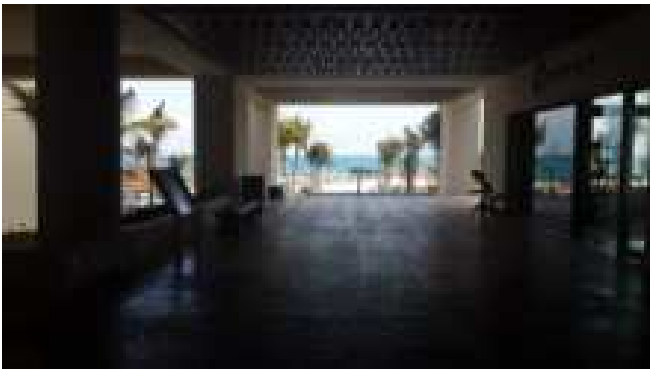


In this picture, you can see graffiti-art on the breakwater blocks. These blocks were placed on top of the riprap to protect the beach. They were 4-foot cubes and placed so you could actually walk/hop all the way to the end of the breakwater. I made it all the way out and back, and managed to pull a muscle in my calf getting off the last one. My last three days there, and the trip thru huge airports, was spent baby-stepping with an ACE type bandage on my calf. It turned out a sideways

tilt of my foot did the damage. Go while you are young or be careful while you are old – pick one.

While there, I made friends with a female employee my family was afraid I was going to bring home with me (selfie not shared). I could not convince them she was using me to practice her English and I was using her to practice my Pidgin English. To put things in perspective, she was

working at a stunningly expensive hotel, has a Gmail address, Hangouts account, but no internet or smart phone. In retrospect, I kind of like being a spoiled American.



Finally, I have included a few shots of the hotel area. It sits on a point of land, so you can see miles of water on both sides (Caribbean on the left and the lagoon on the right) from the middle of the building. Google “**Hyatt Ziva Cancun**” for more information on this amazing destination.

The money shot from my balcony...



And yep, I do have bikini-induced blurry vision.

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. If you wish to submit your story or report in another word processor or document format, contact the S.H.B.C. Webmaster for discussing.

Submissions must be complete with text and images. If received after the 26th of the month, they will be held over and not included in the latest issue.

Images / photographs: If using a cell phone, 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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