



S.H.B.C. Sentinel

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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.

RECAP OF JULY SHBC MEETING PRESENTATION: "HIKING THE APPALACHIAN TRAIL"

BY ELLEN HENDERSON

The members and guest listened to **Dave Behrle** and **Nick Petraca** talk about their hiking adventure on the Appalachian Trail. They showed some great pictures of the trail and animal life. They also shared some great stories of people they met on the trail from around the world.

Who knew that you had to wear a face net to keep the mice from crawling in your mouth, while sleeping. We tried to lift their fully loaded 40 lb. backpack to try it out, but couldn't even lift it up to our back. They showed us their mini propane cooker & all the other "stuff" they had on their trip. It was amazing. Thanks **Dave** and **Nick** for a great presentation.

WELCOME NEW MEMBER: LISA LANZA



LISA LANZA had seen a notice on our SH Marina Bulletin Board and she had also been referred to SHBC by one of our Members. **LISA** is originally from CT, but she had lived in FL since 1976.

She started sailing with **Windjammers of Clearwater** and participated in that Club's **Bikini Cup Regatta** in the '90's. **LISA** also took sailing lessons at the **Clearwater Community Sailing Center** and attended **Coast Guard Auxiliary** classes.

She is a lead assessor for ANSI and a technical expert and is also an alumna of Leadership Pinellas. **LISA** is interested in both racing and cruising and recently participated in the Cruise to Bahama Breeze aboard **Chris Garrill's "John Marie"** and has crewing in Club races on **Dale Cuddeback's "Incentive"**.

SHBC BIRTHDAYS

BY ELLEN HENDERSON



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

8-15 **Patrick Whelan**

SHBC CRUISE TO ST. PETE - PART I

BY ELLEN HENDERSON

Our **SHBC Cruising Chair, Mark Kanuck** organized four Club sailboats for his latest planned cruise to St. Pete over the 3-day weekend (Thurs.-Sun.) July 22-24. **Mark K.** and his crew: wife, **Ann K.**, plus **Bob and Skip Meadows** departed from the Seminole St. Marina at 10:00 am on their Endeavor 33', "**Rum Line**".

Meanwhile, the SH Marina fleet left at the same time. However, the plan for this group was a little different, as the newly rebuilt NE Orange mark had disappeared within the last two weeks and **Race Chair, Barry Fox** was on a mission to find the errant mark along with **Dale Cuddeback** on "**Incentive**". So **Barry F.** with crew **Patricia Coyle** and **this writer** aboard "**Amelia**" headed north past the huge in-water electric towers, almost to the Rt. 580 canal overpass, searching for the missing mark with binoculars. At 10:25 am we gave up and headed South.

At the same time **Dale C.**, with crew **Linda Brandt** scoured the southern route along the Courtney Campbell Causeway. Neither endeavor netted the wayward mark. Since the wind was coming from the S/S-E, **Dale C.** was able to raise his sails, while **Barry F's "Amelia"** was headed into the wind, so we had to motor all the way to the SR 60 big Bridge. Our first dolphin siting was at 11:10 am just before the Bridge. By 11:30 am we raised sails on "**Amelia**" and we kept them up most of the way. "**Incentive**" had taken theirs down, as they were not able to sail so close to the wind on a Southerly course and they wanted to get to St. Pete ASAP.

Meanwhile **Chris Garrill**, aboard his "**John Marie**", whose crew were **Mike and Sherry Duffy** decided to motor all the way to St. Pete. They were slightly behind us at the C/C Bridge at 11:37 am.



By 11:40 am "**Amelia's**" motorsailing boat speed was up to 3.8 Kts. The wind was still from the S/E. Ten minutes later we tacked on to Port with a heading of 250 degrees. Shortly, thereafter we cross tacks with "**John Marie**". By 12:00 noon we tacked back onto Starboard with a 137 hdg and were up to 4.4 b/spd. Our Skipper, **Barry F.** radioed "**Rum Line**" and they were at John's Pass after coming from Clearwater. By 12:15 pm we got up to 5.0 kts. At 12:25 pm we power-sailed under the Howard Frankland Bridge on Starboard tack. By now "**Incentive**" had re-raised their sails to go under the Gandy Bridge at 12:53 pm, followed nine minutes later by "**Amelia**". Our heading was now 183 degrees, an indication that the wind was on its westward afternoon trek from approximately 230 degrees.



By 1:20 pm we rolled up our jib & continued motor sailing on main only. Our b/spd was down to 3.1 kts. The wind was continuing to clock around to the SW and our new hdg. was 207 degrees.



Using **Barry's** GPS equip., we were able to "see" the sea bottom ahead of us and noticed to our strbd, that it was quickly rising to meet our hull (with an extra 3' to spare), so at 2:00 pm we went more S/E to avoid the skinny water. We also observed that the water temps were quickly rising: 90-92 degrees; almost hot-tub temps.



By 2:30 pm our b/spd was up to 3.6 kts, which was a prediction to the 2:55 pm big storm clouds with lightning, that were brewing to the East. There was also a smaller storm on land to the West.



At 3:00 pm we unfurled the jib on Port tack to help us get to the St. Pete Municipal Marina a little faster. We also observed that the two storms had collided behind us and had met in the middle of Tampa Bay, creating quite a sizable storm. By 3:30 pm we downed our sails and docked at the Marina seawall behind "**Incentive**" and "**John Marie**". "**Rum Line**" and her crew arrived within minutes and docked behind us, followed by Aussie **Chris Dollin**, who had driven down from SH for the Fri. Night Twilight SPSA/SPYC Race.

Within ten minutes we were partying and telling trip stories on **Dale's** boat. **Doug, the Dockmaster** was very accommodating, as he actually used a dock cart to take **Chris'**



Mark's and **Dale's** crew bags over to the Ponce de Leon Hotel on Central Ave.



After 2 hrs of partying, "**Amelia**" and crew motored out to the SPSA/SPYC Race course, where the R/C Boat was already on station. A total of sixteen sailboats worked their way out of the S/P Marina, and milled about sizing up one-another prowess, until 6:30 pm, when the race was called due to lack of wind. While the rest of the fleet returned to their slips, "**Amelia**" **motored** up the canal towards the Harborage Marina, slowing so that **Barry** could give our crew a water tour of the St. Pete Coast Guard station. We noticed the very large Red and Green Etons, piled on land and suggested one of these might never blow away if we towed it up to SH, but we decided NOT to break the law.

By 7:30 pm we were back at the marina and were surrounded by dark clouds and endured strong winds as we squeezed in between "**John Marie**" and "**Rum Line**" along the seawall.

We ran between the raindrops and met up with our Club members at the St. Pete Y.C. in the Grille Restaurant (See Group Photo) Our group took up two big round tables, including **Commodore Ron** and **Brenda Poirson**, who had driven down from Lutz to join us for dinner. **Barry and Aussie Chris** opted to join the other Twilight non-racers for libations at the rooftop Tiki Bar.



After a delightful dinner, our group moved to the Lounge, where there was a live band playing and of course, we females got up to dance, forming a line dance to "The Stroll", which was reminiscent of our Bandstand teen years. Meanwhile, Barry's **girlfriend Sherry Rutland** met us and joined in on the festivities. We partied til 11:00 pm. What a fun day. **Ron** and **Brenda** drove.

CRUISE LAYDAY AND RETURN TO SAFETY HARBOR

By Dale Cuddeback

Saturday July 23 was a lay-day for the Safety Harbor cruisers and it had been decided that a late 10 AM morning breakfast would best suit everyone. Dale and Chief Chris spent Friday night on their separate boats and woke to a beautiful sunrise. Dale maintained the sun rose out of the east as sunrises usually do but Chris said he wasn't sure about that. He said the sun rose out of the southwest that morning. I didn't pursue the discussion because Chris claims to have taught navigation courses at the Clearwater Power Squadron and I didn't want to embarrass him. (Now you know why Clearwater power boaters pay higher rates for insurance. I figure occasional important side notes such as this are important for any cruise narrative, don't you?) Chris served great coffee aboard his S/V John Marie with Dale cow-towing as necessary to get a second cup.

All the other cruisers chose to spend the night "on the beach," that's sailor talk for spending the night in a hotel. (cream-puffs) So by common agreement, we gathered at 10 AM at the nice restaurant in the Ponce de Leon hotel where most of the "beachers" had stayed. There was small talk about oyster shells on the shower floors and sand in the beds or something like that but

generally everyone said they had a good night. There were about 15 of us with the usual shuffling of tables and musical chairs but the food was good. While we were eating Skip organized a group to rent Segways (rather than horses because Segways don't dump in the street). We agreed to meet at the rental office at 1PM. The office was in a bar of course for those who needed to bolster courage to ride the formidable-looking Segways.



Meanwhile, others chose to ride the trolley, shop, go to museums and several to hibernate in cool movies. Mark Kanuck had organized the cruise and wisely provided a list of things to do in St Pete. Believe me St Pete has a lot to do. What a great, fun city St Pete has evolved into. I can report on the activities of the "Seg-ies" (new word that hasn't made the dictionary yet) but you'll have to ask the others about their adventures.



The Seg-ies signed reams of caveats and then were taken to a large parking lot for lessons. We were told that we would be riding those gallant steeds within 30 minutes and so we were. Kudos to the renter personnel. We were then taken on a short tour of the waterfront and then on to a greater tour of the parks along the waterfront. It was a great experience for those of us who hadn't ridden Segways before. We rode for about two hours and quit just before the leg cramps started. All of the Seg-ies said they would certainly do it again and highly recommended it to everyone. There was only one small downside; we were exhausted at the

end of the ride. But happy! We were so pleased with ourselves for riding the Segways.



Afterwards, everyone returned to their "quarters" to shower and rest up for the next adventure. Barry had organized a sail in the bay offshore of St Pete later in the afternoon when the temperature cooled. All the cruisers had collected on the four SHBC boats in the city marina for drinks and to consider going sailing. The gathering storm clouds looked threatening. In the end only Amelia with Captain Barry with several brave souls plus Rum Line with captain Mark and crew met the challenge and motored out into the bay for a sail. Meanwhile storm clouds grew and after an hour or so the boats started back to the dock. Rum Line began experiencing engine problems and was finally towed in by a kind power boat. Many thanks!

At the dock, Dale, Mark and Ann began troubleshooting the engine. After about an hour of sweating, swearing and other unmentionable condemnations, etc., we were able to bleed the fuel lines and start the engine. Ann was very helpful, she provided some good swear words, being a retired naval officer (just kidding, Ann).

Meanwhile everyone else had readied for the restaurant reservations Mark had arranged.

After fixing the engine problems Dale, Mark and Ann raced to clean up but showed up late at the restaurant anyway. The party had already amp-ed (another new word?) when we got there. Dale should have brought a towel because he got a cold glass of water dumped in his lap almost immediately. Everyone had great food with good laughs. The party didn't get out of hand and no one called the cops. The servers were busy and took good care of us. Several of the Seg-ies had drooping eyelids and weren't talking as loud as the others, including me. In the chaos of conversation some rational soul got everyone to agree to breakfast at 9AM the next morning at the Hanger restaurant near Albert Whited airport. About 11PM the party started breaking up and

cruisers began wandering off, some to bed (me) and some to stir up trouble elsewhere. Joan kept Ed up till around 2AM.

Next morning I had “breakfast at Chris' ” boat (actually only coffee) before Chris and I headed for the Hanger. I had been assured it was only a short hike to the restaurant. On the way Chris said he had to detour over and pick up Mark and Sherrie at their hotel. I left Chris and made another tour of the St Pete waterfront before I found a machine dispensing downtown maps. I finally made it to the restaurant where several cruisers had already arrived. I swear, after this when someone says it is only a short hike or a couple of blocks to a restaurant, I will immediately call a taxi.

We didn't do a headcount but there were 15 or 16 cruisers present (including 6 tired Seg-ies) and we had another great breakfast. Afterwards everyone returned to their quarters/boats to check-out and begin preparations for the return trip home.

Rum Line from Clearwater departed the dock in St Pete headed south to go around the Pinellas peninsula and then north up the ICW to Clearwater. We were all concerned about Rum Line because of earlier engine problems but the only problem they reported was a two-hour delay at one of the draw bridges due to bridge mechanical problems. They did run into some rain but were in the protection of the inland ICW and had no weather related issues.



The three Safety Harbor boats pulled away from the St Pete docks uneventfully and headed north to old Tampa Bay, back to Safety Harbor with John Marie in the lead. Amelia with its outboard's high gasoline consumption motored at a slower pace to conserve fuel. Incentive held back to stay close to Amelia in case Amelia needed assistance. One of the advantages of traveling in pairs is keep an eye out for one another.

Fortunately, everything was good. Linda Brandt was steering on Incentive to get experience on the helm. Linda was new to sailing and anxious to learn. She was doing great and just needed someone to reassure her. We had been motoring all this time due to the light winds.

At the Gandy bridge Amelia turned into the Hula Bay restaurant and marina area to take on fuel with Incentive standing by. Everything went well and the two boat departed Hula Bay headed for the high rise Gandy bridge opening for sailboats. With storms clouds building in the distance and the seas getting rougher, Linda was getting some heavy weather steering practice and building her confidence. We crossed under the Gandy and continued on to the Howard Franklin high rise bridge. Linda let out a “yippe” saying that was her first bridge crossing. Captain Dale was nodding sleepily but the need to hang on to the tossing boat kept him awake, mostly. The weather on the other side of the bridge was getting rougher although Linda was handling it well. After a while we crossed under the Howard Franklin bridge. Another “yippe!” of course.

The weather on the other side of the bridge was continuing to build and the storm clouds were dumping lots of rain ahead of us. Incentive radioed Amelia and we discussed a weather strategy. We decided to hold back to let the rain hopefully pass in front of us. It's strange that people swim in the water and play in boats but endeavor not to get wet in the rain. The seas were continuing to build and glancing back at Linda she was standing with her feet spread apart to counter the rolling motion of the boat, with a huge smile on her face.

I was facing forward hanging on and watching the rain ahead when suddenly I hear this “yippi-ki-yea” that is usually only heard at rodeos. I quickly looked back and Linda is cranking the steering

wheel, rolling with the boat and laughing. Another sailor hooked into sailing.

Although the clouds spit rain occasionally we really didn't get wet while the storms clouds chased us all the way into the marina. We all felt totally pleased with the great adventure of the three-day cruise to St. Pete. Many thanks to Mark for all his planning and arranging details.

Yippi-ki-yea
Dale Cuddeback, S/V Incentive

THE RACE OF THE RAINBOWS

BY ELLEN HENDERSON

The pre-race notice from our Race Chair, Barry Fox for our SHBC - **WEDNESDAY NIGHT RACE** on **JULY 13TH**, at 6 PM was...weather could be dicey...50% chance of rain predicted, Sailflow was calling for winds out of the west @ 7, gusts to 8, 91 degrees, dewpoint 74 (muggy & muggier). Tides and sunset were:

2016-07-13	18:37 EDT	0.87 feet	Low Tide
2016-07-14	00:54 EDT	1.73 feet	High Tide
2016-07-13	20:29 EDT	Sunset	

The start was from East to West, making the port end of the line very favored. We on **John V's "Pegasus"** chose to run the line from the port pin, while being aware that our competition was



heading straight for us on starboard tack. After jockeying for our position on the line, **"Pegasus"** managed to bear away before the start to succeed in being first over the line, followed shortly by **Barry F's "Amelia"**. The whole first leg was a horse race with **"Amelia"** trying her best to bolt ahead of **"Pegasus"**, but to no avail, as **"Pegasus"** remained in the lead the whole time. Shortly before fleet approached the South White Mark, our **Race Chair, Barry** announced on the VHF radio that the dark clouds forming to our South East would be containing strong gusts of wind, some rain and they were heading straight for our fleet. So the race was called and the finishing positions would be noted as is. **Incentive and Wanderlust** were in the rear of the fleet.

We headed back to the SH Marina slips just in time to put away all the boats and gather on **Dale C's "Incentive"**, under his Bimini to avoid the short-lived rain with lots of wind. This was followed by a double set of rainbows to our NE, while we partied on **Dale's** boat. See you at the next race.

Saturday 16 July Race

By Clarence Noles

It was a beautiful morning for racing as the three boats headed out of the Safety Harbor marina a 9 in the morning. There was a



good southeast breeze blowing across the bay as we checked in for the start of the race. Incentive had a boatful with Capt. Dale and 5 crew members; 2 visitors from China, Aussie Chris and Mark, our treasurer. Amelia had Capt. Barry, Ellen



H. and Ellen and Dave, husband and wife. Wanderlust was captained by Roof and crewed by Cmdr. Ron, Marty and June and myself (Clarence Noles).

We got off to a good start with Amelia and Wanderlust crossing the starting line almost simultaneously. However, she was soon overtaken by Wanderlust.



We had good southeasterly winds of 10-12 knots for most of the race with the exception of a few lulls. We were surprised to see that the new orange buoy was gone; no doubt taken out by Tuesday's thunderstorm which packed 58 mph wind gusts out on Safety Harbor pier.

The finish was exciting with Amelia and Wanderlust going wing on wing toward the red buoys and with no more than a hundred yards separating them at times. But Wanderlust prevailed and crossed the finish line first and then Amelia crossed one minute later. Incentive finished much later but actually won the race on some technicality which I found difficult to understand because all three boats are Marconi-rigged sloops having a mainsail and jib and being of the same 27-foot length; the only difference being their weight.



Never the less, a great race and a great day on the water!

A couple of pictures from Christy Edwards.....



Tom drove Watercolor around to her slip in South Bend Marina and is placing bug netting on the forward hatch in [Thunderbolt, Georgia](#)

Nice place to sit watch the sunrise and sunset from my perspective on the porch in a rocker. They have many.



They were filming a Bay Watch Movie across the river. The lights were very bright all night.

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. *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 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 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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