



# S.H.B.C.

## Sentinel

V5N8

August 2017

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.

### **THEFT IN SAFETY HARBOR MARINA**

**SUBMITTED BY MARK LEWALSKI**

On July 3rd afternoon, my wife and son found that the Honda 9.9 outboard had been stolen off of our sailboat in slip #2. My son had just been to the marina on Sunday, July 2nd, and saw the motor still on the boat.

It was secured by a strong lock (the strongest that would fit) through the lock-down levers. Very, very little room was available to loosen or tighten the levers any more than they already were. The cable to the battery was cut through also.

It didn't look like there was any damage to the boat, even around the transom area, where the outboard was mounted.

The sheriff's department was called and a case was opened; a forensic unit was also called. *The deputy told my wife that a string of these type of thefts have been made in the local marinas lately. I'm not sure why our marina office wasn't alerted so they could alert us.*

On a side note...

I've had Boat US insurance (GEICO now I believe) since buying the boat in 2008. They are requiring that I provide some type of proof of ownership for the outboard. Since I bought the boat used and it came with the outboard, I don't think I have a separate document showing that I own the outboard. I am being asked for a bill of sale, maintenance paperwork, or photo(s) of the motor. **Please make sure that you prepare yourself with documents or photos in case of theft of items from your boats... I should have been smarter in this area.**

Thanks,  
Mark Lewalski  
Catalina 250WB, LittleWind

## **GUEST SPEAKER FOR AUG. 2ND MEETING**

BY ELLEN HENDERSON

Plan to attend our **Wed, Aug. 2nd** SHBC meeting at 6:30 pm, at the Safety Harbor Library. Our guest speaker will be **Carl Newman**, who is a Naval Academy graduate and he will give a timely presentation on NOAA Hurricane Hunters. **Carl** fly's planes into the eye of hurricanes to alert us to potential dangers.

**NOAA** NATIONAL OCEANIC AND  
ATMOSPHERIC ADMINISTRATION  
UNITED STATES DEPARTMENT OF COMMERCE



### ***CAPT Carl Newman, NOAA Corps, Retired, Hurricane Hunter Pilot***



Carl Newman served in the NOAA Commission Officer Corps, one of America's seven Uniformed Services for the last 17 years. He retired in January of 2016 and currently serves as the Executive Officer of the NOAA Hurricane Hunters.



Captain Newman completed 14 years of hurricane flights in the NOAA Hurricane Hunters (WP-3D Orion) - the world's premier research aircraft. This has included over 230 hurricane eye wall penetrations, and over 5,500 flight hours. His aviation experience as a P-3 Orion aviator has taken him from the shores of the United States, to the Persian Gulf, Asia, Antarctica, Alaska, Europe and the far reaches of Northern climes conducting airborne science

experiments as well as several stints as a Naval Officer serving overseas.

Captain Newman graduated from the United States Naval Academy in 1989, has conducted postgraduate studies at Embry Riddle Aeronautical University, George Washington University, and recently attended the Senior Executive Fellowship at Harvard University's Kennedy School of Government. He currently resides in Tampa, Florida with his wife Amy. His two sons Christopher and John attend the United Air Force Academy and the University of Florida, respectively.



Find out more about OMAO and the Corps, its mission and history at <http://www.oma.noaa.gov/> and <http://www.noacorps.noaa.gov/>

## SHBC 2017 INDEPENDENCE DAY CELEBRATION

By Dale Cuddeback, Capt of C/V Incentive

Boy, did we get a break this year. There was no rain or threat of rain so the dock party on the center finger of the marina proceeded as planned. Even luckier, there was a high altitude overcast that filtered the sun thus dropping the temperature a few degrees. That combined with a cool breeze made for a very pleasant evening. Earlier, Ed our vice, called the weather bureau and cancelled the rain. He also called the animal control folks and asked them not to release the picnic flies over the marina. Ed thinks of everything! ... Some things? ... Well, maybe a few things?

We usually reserve the marina park pavilion tables for our parties but for big public events such as Independence Day, the milling crowd makes that impossible so we use the marina center- finger dock. As in the past years, planks were fitted (by Dale) between pairs of pilings to serve as tables (albeit narrow) where the pot-luck food would be laid out. Thanks to all members who participated in this year's festivities. About 30 people attended. Everyone brought food to share including some mighty fine desserts. No attempt will be made to identify all the food served but no one went unsatisfied. And what a feast it was with a lot of leftovers. Starting on one end of the buffet style arrangement were plates and utensils (our finest plastic) followed by delectable food dishes and then ending on the other end with the desserts.



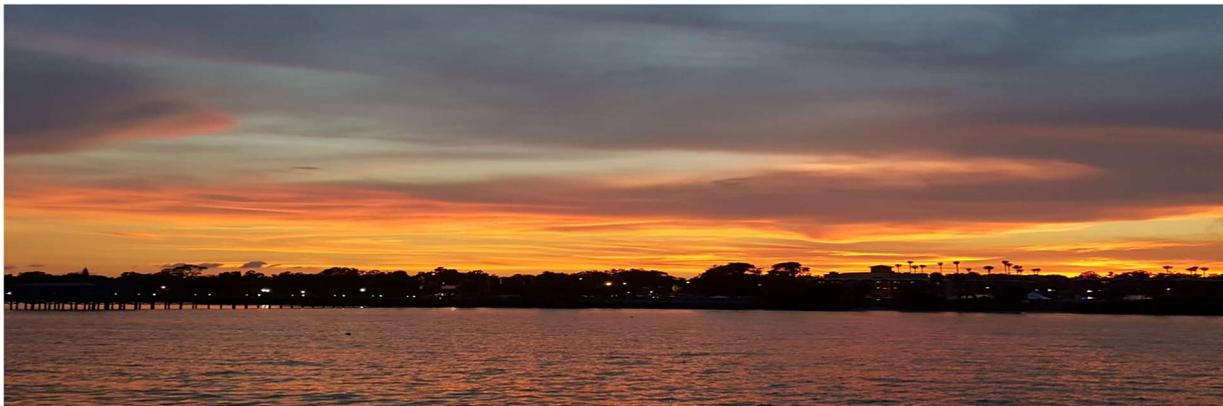
In the past the planks were decorated with table cloths and the pilings with flags and patriotic ribbons. We didn't decorate this year so our party didn't look as festive as in the past. I always felt that it made our SHBC party seem so much more festive viewed from the street where passers-by could see how the club participates in the patriotic celebration. Know what? We forgot to display our club banner. RATS! Let's endeavor not to forget to show our SHBC patriotic spirit next year as has been traditionally done in the past. How else will the citizens of Safety Harbor learn of the club and be envious, and want to join?

Several members deserve special recognition. Mark Kanuck took the lead and did a lot of the behind the scenes work needed to make things come out right. Others did unseen things without which the party would not have been as pleasant. Kudos to all!!!

After the food was consumed, in eye-brow-raising quantities by the way (at least for some), several boats cast off and motored out into the bay to anchor and watch the fireworks. Incentive's captain invited anyone who wanted to go to get aboard. Sailboats can hold many people when just motoring. Eleven brave souls and probably more (because nobody was seriously counting) climbed aboard Incentive. There was a scramble to find a life jacket for each person. Clammering to shove off, someone suggested that if we didn't have enough life jackets when the harbor patrol stopped us, we could push anyone without a jacket overboard. Satisfied with that plan, Incentive's captain gave the command to shove off. Several scuffles broke out over jackets and one rather determined woman wound up with two jackets. After motoring out into the bay someone tossed the anchor overboard. The captain was relieved that at least one person knew what that hook-shaped object on the bow was used for; but he was also frantic that the anchor was tossed over before the boat stopped and the command was given.

Then the sea stories began. Many harrowing (sic) tales were told of past fireworks displays, mysteriously lost crew on past cruises, and tales of sea creatures (mild embellishments allowed of

course). All the while we were treated to a fantastic sunset.



Note: Know how to tell a sailor's sea story from a fairy tale? A sea story starts out with “Now this is no crap” (envision that word down one level of civility). In contrast a fairy tale starts out with “Once upon a time” and is usually far more believable.

As always Incentive's captain had selected an ideal spot to anchor. The fireworks display started on time which is unusual considering past delays due to rains, malfunction of fireworks ignition circuits, etc. The display was spectacular with on-board comments of new fireworks being added each year. We were almost close enough for burned cinders to rain down on us. All around us distant fireworks displays could be seen in St Pete, Tampa, Clearwater and Oldsmar. Beat that New York, Los Angeles, Paris, London, Tokyo and of course Chillicothe, Missouri!





After the fireworks several crew members created displays of phosphorescence in the seawater by swishing boat poles back and forth. Overhead the hazy cloud cover opened to reveal a near-full moon and a few members began to talk about spending the night under the stars on the boat. But as always several guests had to get back to shore. There was some concern about a mutiny but fortunately no cutlasses were drawn. After about an hour we slowly weighed anchor and motored back to the marina.

While the fireworks observers and stargazers were lazing about on Dale's boat, others were disposing of leftover food from our improvised dock tables; and whenever possible offering food to casual bystanders. Many, many thanks to those thoughtful, responsible folks. This was an unforgettable, wonderful evening. Join us on the next raft-out. Additional photos are provided below by Linda Brandt. Thanks Linda!

Dale Cuddeback,  
Capt S/V Incentive





Pictures by Linda.

## THE LAST **WED. NIGHT** RACE OF THE SUMMER SEASON - JUNE 28, 2017

BY ELLEN HENDERSON, Pix by Lisa Lanza and Chris Dollin



**Mark and Ann Kanuck** and their **Starwind 22'** crew **Jack Box** headed out early to survey the wind scene and prepare for the evening's activities. **Barry F. and Lisa Lanza** joined **Ron P.** to crew on his boat, "**Wanderlust**". They were followed by **Dale C's "Incentive"** with **Emily Wagner**.

Since the winds were very light to flat, **Co-Race Chair Chris D.**, aboard **John V's "Pegasus"** instructed the fleet, to wait a while for the start until the wind filled in. The original very light wind direction was from the S-S/W, but when it finally arrived, it was from the W-N/W. So, **Chris** announced the course would be a downwind start South toward the White Mark, then back to the finish with a port rounding. She chose only 2 legs, as it would be too dark if we had our usual 3 legs, in which we'd having a great deal of difficulty finding the finish line with the unlit marks. We (**John V., Chris D.** visitor



Jim King and Ellen H.) on **"Pegasus"**, had previously dropped the S-F mark, so it was time to race. With the N/W wind at the time of the start, we felt it best to be on starboard close reach, while approaching the line from the East Pin end, riding along it toward the West Pin. Meanwhile, **"Wanderlust"** approached the line from the West pin on a slow downwind Port Reach with no rights. We were preparing to head them up. The **Starwind** had opted to do a "Vanderbuilt" start by sailing from the North of the line on a very broad Starboard Reach to converge with the fleet. It was going to be interesting. Fortunately, there were no mishaps at the start and **"Pegasus"** was first over the line and we bore away to the proper course on a heading of 150 degrees toward the White Mark. She was followed by the **Starwind**, **"Incentive"** and **"Wanderlust"**, who all went West of the Rum Line, perhaps to find more wind.



Along the first leg the winds were somewhat fluky and about one third of the way down the wind shifted to a N-N/W position, so that we were finally able to set the pole, but not for long as another shift forced the main to gybe and the wind was now coming from the N/E. The clouds were darkening from both the S/E and N/E, so we knew something was brewing above, as the winds were also picking up. Since **"Pegasus"** was closest to the "new" wind, she continued to zoom ahead of the fleet, who had to make up distance. It was an incoming tide until after 7:30 pm, so we stayed a little high of the mark to account for the drift, then finally went down to proper course just before the mark rounding.

**"Pegasus"** was first around the White Mark. We decided to "mess" with the fleet, so we immediately tacked over to Starboard (taking a calculated risk that there would not be another major wind shift) as we passed the fleet to windward on their downwind Port reaches. We got lucky and further distanced our lead on the group as they approached the South Mark in the order of the **Starwind**, **"Incentive"** and **"Wanderlust"**.



After their mark rounding, this afterguard of three boats were really duking it out initially on this windward leg, but **"Wanderlust"** chose to go back over to the West side of the course, while the **Starwind** did a short tack early,

followed by two more tacks, then headed off toward the East side of the course sailing a little faster, but they were now quite some ways to the East of **"Pegasus"**, as they are not able to point as high, while sailing fast abeam of her. **"Incentive"** was bringing up the rear after a "perfect Mark Rounding by guest helmswoman **Emily W.**" as **Dale** described the maneuver.



We observed a substantial wind shift veering back to the N-N/W, pushing us way down, so **"Pegasus"** tacked **unto** port to follow the new wind. This sudden wind shift hurt the **"Starwind"** even more as they were now sailing outside the "Cone" along with **"Incentive"** and both had to sail a greater distance to catch up with the boats ahead.

**"Wanderlust"** had gone way **west** and finally tacked and was now much closer to **"Pegasus"**. Was this **"Wanderlust's"** superior tactical maneuver or just luck??



**"Pegasus"** finished first, followed about one minute later by **"Wanderlust"**, who had chosen to go wing-on-wing for her last maneuver. Then came the **"Starwind"** after about six minutes, followed by **"Incentive"** at between 8-9 minutes behind the first-place boat.

Lightning was coming from the south clouds near the Courtney Campbell Bridge and from Oldsmar. We were lucky to dock all the fleet just before the storm hit with great gusts of wind. A contingent partied under **"Incentive"** bimini, hosted graciously by **Dale**. We waited out the storm and carried on 'til near 11:00 pm in lovely winds at the dock. What a great night on the water in Safety Harbor.

The following are the raw, un-calculated race results:

Vessel	Crew
1) <b>Pegasus</b>	4
2) <b>Wanderlust</b>	3
3) <b>Starwind</b>	3
4) <b>Incentive</b>	2

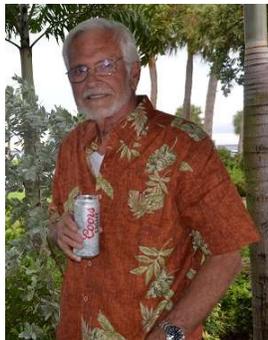
## SHBC BIRTHDAYS

BY ELLEN HENDERSON, PIX BY Archive

Congratulations to those SHBC Members, whose Birthdays fall in the Month of AUGUST.

Birthdays:

8-8            **Bruce G.**  
 8-15          **Patrick W.**



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](mailto:ellenmaehenderson@hotmail.com)

## SHBC Member Profile: Joe and Alice Rezendes

By Skip Meadows

Joe and Alice Rezendes have lived in Safety Harbor for 18 years and previously lived in Massachusetts for 18 years.

They have three children, and three grandchildren. In Massachusetts, they were both Presidents of their respective Lions Clubs. Alice formed a women's Lion's Club, the first one in Massachusetts, after the Lioness Clubs were no longer in existence.

After visiting Orlando many times for business and after numerous blizzards, the family decided to move to Florida. Their motto is "we will never shovel snow again."

They bought their first sailboat at a boat show in Providence, RI, a Catalina 25'. Their second boat was a Catalina 30' which they brought to Florida and docked at Maximo Marina in St. Petersburg. Joe had the pleasure of living on this boat alone for six months while Alice stayed up north to pack up their home and family.

After being on the Safety Harbor Marina waiting list for 17 years, they received a phone call at the end of last year that a slip was available. After picking themselves up off the floor, they rejoiced, and ran out that weekend to buy a sailboat. They are now the proud owners of a Catalina 22'. Their boat had never seen salt water, having come from Wyoming.

Joe has already crewed a few times on other larger boats at the marina and hopes to start racing his own boat soon. It is also a challenge to get into their slip as the slip at Maximo was a head on slip, but it is a great learning experience.

They look forward to meeting new friends and enjoying the wonderful boating experience of Old Tampa Bay.

## THE ONLY SHBC RACE IN JULY - 2017

BY ELLEN HENDERSON

On a beautiful Sat. on July 15, since **John V's** centerboard was stuck in the up position (and he subsequently had his diver come and loosen it, he opted not to race. So meanwhile, various racers scrambled to get on as crew on the following boats:

**"Amelia": Barry Fox + John Estok & Paula Taylor**

**"Jewel Anne": Jack Meyers + Clarence Noles & Lisa Lanza**

**"Wanderlust": Roof Douglas + 2 crew**

**"Incentive": Dale Cuddeback + Emily Wagner & Ellen Henderson**

**"Amelia's"** outboard was out of commission, so **"Incentive"** towed them out to the starting area. This became "THE RACE OF MANY LEAD CHANGES" - for what was supposed to be a 10:00 am start. Since the wind was coming from the S/E, we on **"Incentive"** set the Start-Finish Mark so that the line was square to the wind for an interesting start.

**Barry F.** chose to start from the starboard pin, but he was having timer problems and discovered **"Amelia"** was over early. So **Barry** announced on his VHF Radio that he was going to do an immediate 360 degree turn to exonerate **"Amelia"**. This allowed **"Incentive"** to be first over the line at the correct time.

We on **"Incentive"** debated whether the first leg would be a fetch, but our Skipper **Dale C.** was correct in his assessment that it would be a leg of many tacks. **"Amelia"** quickly passed the entire fleet and left the rest of us in the dust (with his newly cleaned bottom). Early on the first leg toward the Orange Mark, **"Incentive"** went from 1st to last, on a heading of 85 degrees. **Roof** was second and **Jack M.** was third. But this would later change. With each subsequent tack **"Incentive's"** position improved. First, we passed **"Jewel Anne"** and then **"Wanderlust"**. But after the 4th tack, **Roof** pulled ahead again.

At the Orange Mark rounding "**Amelia**" was ahead of "**Incentive**" by 7 min. and 20 sec. The second leg was generally a heading of 215 on a beam and forward fetch. On "**Incentive**" we adjusted jib and main trim constantly. We were experiencing slight wind shifts and Jack, on his light weight Merit 22', with our initial 6-8 kt. wind, was now in 2nd place. After the White Mark rounding we went **wing on wing** and **Dale** returned to last place and the tension was on. "**Incentive**" found that by gybing only our jib several times, while slightly changing our downwind heading to accommodate the wind shifts of nearly 25 degrees, we were able to pass "**Wanderlust**". We maintained our lead on "**Wanderlust**", even though both "**Amelia**" and "**Jewel Anne**" were clearly out of reach. When we attempted to just head for the finish line, we would slow down and "**Wanderlust**" almost caught up with us, so we went back to gybing our jib, while changing our downwind heading. This kept "**Wanderlust**" from overtaking us and we continued to increase our lead over them, thus finishing 2 min., 29 sec. ahead of them. We were accompanied by a friendly dolphin during the last leg, which I think brought us good luck. Plus, by the end of the race, the wind had increased to about 10 kts.

"**Amelia**" was first over the finish line with a hefty margin of 14 min., 20 sec. ahead of 2nd place "**Jewel Anne**", which had just come back from a haul-out and new bottom paint job for a VERY clean bottom. This contributed to her substantial 5 min. and 27 sec. lead over "**Incentive**". Congrats to a course well raced by "**Amelia**" and "**Jewel Anne**".

**Barry** picked up the finish line mark and decided to sail into his slip, as the S/E wind direction was favorable.

**Emily**, who had previously collected the monies for our **Cuban Sub Party** went with **Ellen** to the Deli to get the "goods". We celebrated our post-race party at the SH Marina Pavilion, where we all had an opportunity to re-race the course with embellishments.

The following are the raw and corrected race results:

**Start Time:** 10:35:00    **Course:** Orange, White, Finish (Strbrd roundings)    **Winds:** S/E 6-8 kts, with gusts to 10 kts.

#### Finish Order:

<u>Vessel</u>	<u>Crew</u>	<u>Finish</u>	<u>Elapsed</u>	<u>Corrected</u>
1) <b>Amelia</b>	3	11:56:45	1:21:45	1:21:45
2) <b>Jewell Anne</b>	3	12:11:05	1:36:05	1:32:50
3) <b>Incentive</b>	3	12:16:32	1:41:32	1:36:08
4) <b>Wanderlust</b>	3	12:19:01	1:44:01	1:42:35

## FREE VINYL RECORDS

Former **SHBC Race Chair Marty Horowitz** & his lovely **wife, June** are planning to downsize, which is commonly happening in our Club these days. So, **Marty** has offered his prize collection of about **100 vinyl records** to any taker for **FREE**. **There are Classical, Jazz from the 40's, Dixieland, which are mostly 33 1/3 plus 45's from the 60's Rock and Roll.**

If you're interested in some of all of **Marty's Collection**, e-mail him @ [junemarty@gmail.com](mailto:junemarty@gmail.com)

# FREE TOUR OF NOAA WEATHER FACILITY IN RUSKIN

BY ELLEN HENDERSON



As a follow-up our **Wed., Aug. 2nd SHBC** meeting's guest speaker, **Carl Newman**, who is giving a presentation on NOAA Hurricane Hunters, we are planning a **FREE TOUR OF the NOAA WEATHER FACILITY IN RUSKIN**. If you are interested in participating, Contact: Ellen Henderson @ [\(727\) 797-9380](tel:(727)797-9380) or text @ [\(727\)238-1807](tel:(727)238-1807). We'll form carpools to get to the destination.

# JACK YOURA'S SAILING ADVENTURES CONTINUES....

BY ELLEN HENDERSON, Pix by Jack Youra



We recently heard from SHBC Member, **Jack Youra**, who said he is now in Puerto Rico sitting on his Lagoon Catamaran.

Reprinted from the July 2017 issue of BoatUS Magazine (web page).

## The Little Boat That Could

By Charles Fort

**A diminutive sailing vessel went on a 2,800-mile voyage, collecting data and new friends along the way.**



This little sailboat recently completed a very big ocean passage.

Anyone who's ever sailed across the Atlantic will tell you that it's not a piece of cake — particularly in the middle of the winter. What's typically a three- to four-week passage turned into a 169-day ordeal for one sailboat, crewed by a bunch of high school-aged kids. Don't worry. None of them were aboard to suffer the constant winter gales, giant swells, and cold rains on the aptly named 5-foot vessel, *The Little Boat That Could*.

While the boat had no actual humans aboard, the seven-person crew at the Kennebunk High School Alternative Education program followed the unmanned boat via an onboard GPS from its launch, just off the Georges Bank near Maine, to its final destination on the island of Benbecula in Scotland.



The boat was built in partnership with The Landing School, a yacht design and building program in Arundel, Maine, and the Kennebunkport Conservation Trust, with an \$1,800 grant from San Francisco-based RSF Social Finance. All told, the diminutive craft sailed more than 2,800 miles (as the crow flies), making a beeline for Spain before veering south toward Morocco. It came within 100 miles of Portugal before (probably due to a storm) heading back out to sea.



The Scottish coast guard was initially puzzled by the boat that washed ashore.

The boat had two purposes: to study ocean currents and hopefully connect with a school near wherever it was found. The vessel was filled with photos of Maine and a written history of the Kennebunk area. Sensors fitted to the boat collected temperature and wind speed, and a camera snapped still pictures twice a day and a shot a two-minute video once a day. A solar panel powered the electronics. All of that information was recorded on a chip, which wouldn't be any good unless the boat was found. Fortunately, a Canadian couple strolling along the Scottish beach discovered it and called the Scottish Coast Guard, who didn't quite know what to make of the boat. Once they found contact information on the boat and learned its purpose, they handed it over to a primary school teacher on the island. The chip is on its way to the U.S. for analysis. The students and the Scottish teacher plan to use Skype to have conversations between the U.S. and the Scottish students to learn about each other and to make plans for the boat to continue its meandering voyage.

To no surprise, after an almost six-month passage the little boat needs to be refit. Plans are in place to replace the sail, clean the bottom, and make a few repairs. The Scottish students hope to launch the boat soon, and it's uncertain where the boat will go from there. The crew thinks it's possible that it will make it to South America, to hopefully be found and taken to yet another school so students from the U.S. and Scottish schools can connect with new friends and share more data on the ocean. After that, who knows. With a competent crew, even a small boat can go almost anywhere.

— Published: July 2017

## Remember Last month's algebra question?

By Mikey

**Factor:**

$$(M+H) (M-H) = H (M-H)$$

Divide by (M-H) :

M+H=H

Divide by (1-1): Divide by zero? Is that legal?

<https://www.mathsisfun.com/>

## 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 (me) 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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