



S.H.B.C. Sentinel

November 2019

V7N11

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.

GUEST SPEAKERS FOR THE SHBC NOV. 6th MEMBERSHIP MEETING

BY ELLEN HENDERSON - PHOTO: ARCHIVES



Plan to attend our **Wed., NOV. 6th SHBC meeting at 6:30 pm** at the Safety Harbor Library. Our guest speakers will be **Brian and Phyllis Garry**, who recently returned from their **River Cruising Adventures in Europe** along the **Rhine, Main and Moselle Rivers**

HALLOWEEN-PARTY and CHILI COOK-OFF – Nov 16

On SAT. NOV. 16 SHBC is hosting the (rescheduled) annual HALLOWEEN-PARTY and CHILI COOK-OFF at the Marina –Pavilion. Don't forget this is also a costume event! Plan on reading Dale Cuddeback's Party recap comments & view the party photos in our Dec. issue of the "Sentinel".



RECAP: OCT. 2ND SHBC PRESENTATION & POST MEETING GATHERING @ THE VARSITY CLUB SPORTS BAR

BY ELLEN HENDERSON; PIX & CAPTIONS JANE GRIECO, DEBBIE LUND & ELLEN HENDERSON

On Wed., October 2nd SHBC meeting hosted Our guest speaker, who was Jane Grieco, who along with her husband Paul, sailed their Beneteau 40' from St. Pete to Granada. Last year Jane told us about the beginning of their cruises. This year we heard the rest of their adventure from the Grenadines to Puerto Rico. They cruised to Culebra, St Croix, Antigua, Guadeloupe, Dominica & Martinique. (Pix below...)



After our regular monthly SHBC Meeting on October 2nd, a large group convened at THE VARSITY CLUB SPORTS BAR to watch the Tampa Bay Rays game (which they won this time but didn't make it to the finals). The diners included Commodore Mark and Ann Kanuck, Club Treasurer Joan Marzi and Ed Malek, Debbie & Marcus Lund, Jack & Bonnie Box, Ellen Henderson, etc.

Image Captions, in Image Order Presented...

- 01 - Puerto Rico, Hector the Protector at the entrance to Culebra Harbour
- 02 - Puerto Rican fast food restaurant
- 03 - In Puerto Rico, on the hard til our next (last) leg back to Florida in Jan.
- 04 - Trip to St Croix



- 05 – Point Udall sundial monument
- 06 - Jane's Husband Paul enjoying the Rum Factory Tasting
- 07 - Stingray in Antigua
- 08 - Swimming with the stingrays in Antigua



- 09 - Paul Swimming with the stingrays in Antigua
- 10 - Paul & Jane Grieco Trekking up to the crater lake and waterfall in Guadeloupe
- 11 – Location of crater lake Map
- 12 – Grand-Etang Lake in crater

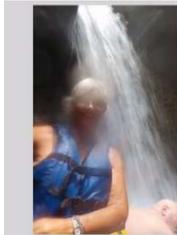


13 - Swimming in the Tito Gorge in Dominica

14 - Tito Gorge Waterfalls

15 - Jane under the Waterfalls

16 - Carnival in Martinique



17 - Carnival in Martinique

18 - Carnival in Martinique



SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON, PIX BY ARCHIVES

Congratulations to those SHBC Members, whose Birthdays and Anniversaries fall in the Month of **November**.

Birthdays:

11-1 John Herrick----->

11-4 Linda Brandt

11-14 Dennis McKenna

10-21 Ann Scott

10-23 Anna Jackson Myers

10-25 Patricia Coyle----->

10-25 Clarence Noles



Anniversaries:

11-10 Curt and Linda Brandt--->



TowBoatUS San Diego responds to an incredibly strange distress call caused by a one-in-a-million missed waypoint.

"There's not many times I can say it after 30 years as a tow boat captain, but this was a first." So says Capt. Rob Butler, 52, owner of the [TowBoatUS San Diego](#) port, while describing his response to a 28-foot sportfishing power catamaran stuck inside a deep sandstone cave along a southern California cliff wall. The story of how it got there boggles the mind.



Apparently, two men were fishing hard some 30 miles offshore. They headed back on calm seas under a bright full moon. The owner went below to get some sleep while the crew put the boat on autopilot for the Shelter Island Boat Launch. Then he fell asleep. The men were awakened by the sound of surf as their boat — tuna tower and all — cruised into the 15-foot-high cave.



"If they missed by 10 feet on either side, it could have been fatal," Butler says. "It's really a 'Twilight Zone' type of situation, if you think about."



Thankfully, they had enough VHF radio signal to hail the Coast Guard, which triggered responses from TowBoatUS, the San Diego Lifeguard Service, and U.S. Customs and Border Protection (CBP) (investigating whether it was a drug running vessel). It was CBP's infrared camera that

detected heat 200 feet deep within the cave. Lifeguards swam the men out to safety, but an offshore storm was kicking up big surf, making it unsafe to attempt a boat salvage. The Pacific Ocean then proceeded to pulverize the fiberglass boat in what amounted to a jagged edged trash compactor.

Butler's crew later spent several day shuttling out the debris on a 20-foot aluminum canoe — even the twin sterndrive engines!

"Our last large item to remove was a ball of debris tangled with anchor chain, fishing gear, a sea anchor, and one of the outdrives all twisted into a large part of the tuna tower," Butler says before offering this piece of advice:

"Although autopilots make boating easier, it is very important there is always someone on wheel watch. A good rule of thumb is to set a destination point 3 miles at sea and hand steering into the harbor. You can also install a watch alarm that will deter whoever is on watch from falling asleep."

Source: https://www.boatus.com/expert-advice/expert-advice-archive/2019/october/sos-boat-stuck-in-a-cave?utm_source=bmag&utm_medium=email

Sail to Boca Ciega Bay

By Brian Gary, Pix by Phyllis

Ahoy Shipmates,

We would like to share our lovely Sailing adventure, to Gulfport, Fl., over the 11,12, and 13 of October. Our Motley crew was Phyllis Garry, First Mate, "Young Jim" Turner, Bosun mate. Capt. Jack Youra, "Chang". Of course, yours truly, Capt. BAG, at the helm of the "Wild Irish Rose". We shoved off, from our dock, at 0730, on 11OCT19, rendezvousing over at Capt. Bob Sullivan's dock, at 0830 to board Capt. Jack, and the Good Phyllis, because of a traffic SNAFU.



Once aboard, we immediately hoisted our Main, taking advantage of the NNE blow, at 10-12. Heading out of Olde Upper Tampa Bay, under full Sails, we took a heading of 143 through the "Frankenstein" bridge, then the Gandy, cruising along at 5.7 kts...and correcting to a 210 heading towards St. Petersburg, Fl. The blow picked up to 12-14 kts., and we were on a broad reach past Weedon Island, heading smoothly through calm waters. The Good Phyllis prepped & served our breakfast and lunches aboard, as we continued our silent, swift slicing through old Tampa Bay waters.

Sunny, comfortable temps embraced our crew, as our 100% Jib, was powering us onward. By 1330, we were at Pinellas Point, ready to make the correction to 270, heading due West, through the Dick Meisner bridge....at 6 kts. The bridge tender at Tierra Verde bridge was so kind to hold up the Bridge, to permit me to power up, and slip rapidly under the steely beams. After clearing the 54th Causeway center span, our nimble deck crew leapt into action to drop the Head & Main sails, since our now new heading will be 036 NE directly into Boca Ciega Bay, and finally the welcome safe harbor of the Gulfport Municipal Marina. Securing the W.I. R., at the transitional dock, arrival 1522. After registering, obtaining our "Head" and Gate keys, we were "Good to Go" to explore the Oldest city on Florida's Westcoast. Eclectic, and quaint little cottages dotted our paths toward the Casino and City pier weekend festivities.



At 1800, we welcomed some SHBC members who live in the Gulfport neighborhood....one, big John is an Ernest Hemingway clone.... for a Bratwurst and Cheese Dog dinner soiree at of dockside grill and picnic table. Fruit salad, Potato salad, and Slaw were washed down with plenty of Grog & Ale. Saturday, we roamed the town after enjoying a scrumptious Egg, Onion, Tomato, Mushroom, Cheese, Sausage omelet, with bagels, washed down with OJ., cold coffee, and H₂O. Compliments of Capt. BAG, and the PIG.



Boca Ciega HS was celebrating their 50th HS reunion, so Gulfport was ablaze with Pirates. Many cute cottages and older homes have been converted into Air B & B's, or simple B & B's. We used the new Day Room facilities to watch College Football, while doing lunch, atop the main Harbor Master's office.

Later that afternoon it was time to make ready for our SHBC shipmates, meeting at 1800 at the historic 115-year-old Peninsular Inn's "Garden Room". 13 showed up, for an absolutely fabulous menu selection, and even better culinary specials we all ordered individually. The "Chef" came out before ordering and highlighted some particular dishes that he would recommend. Then post dinner, he again graced our presence, for comments, etc. Eric our special waiter, is a Sailor, and told us about his two Sailing vessels. One was a 53' GULFSTAR. Our members as well as guest were more than pleased with the cuisine, as well as the ambiance of the setting and location.

Sunday the 12th we shoved off about 0930, motoring across Boca Ciega bay, then across the Meisner channel, and eventually Pinellas Point, where we took a Northerly heading, hoisted the "Rags", and enjoyed another blissful sail, up Olde Tampa Bay. We kept the YANMAR 20 quiet most of the way down. Using sparingly after we crossed under the 3 bridges of the upper bay. Our ETA: at home dock was approximately 1530. All went brilliantly, no drama, no snags, no regrets. Thank to our great Crew, Phyllis, Jack, and "Young Jim".

Cap'n BAG

Safety Harbor Boat Club Schedule 2019/2020:

SafetyHarborBoatClub.com - **Dates are subject to change**

Club Meetings: @ Safety Harbor Library 1st Wednesday of month (except July & August).

Doors open at 6pm/meeting starts promptly at 6:30pm - **Guests welcome!**

Races: Committee & Skippers will decide if the race will take place and the course on race day.
If you wish to crew then be at the marina 45 minutes before the start of the race.

Cruises & Other Social Events: Are announced to Members as they are planned.

November: Saturday 2	TBA	Travel to Salt Shack or Hula Bay	Marina
Wednesday 6	6:30pm	Meeting	Library
Saturday 9	10:00am	Race	Marina
Wednesday 13	3/4pm	Race	Marina
Saturday 16	10:00AM	Commodore's Cup Race	Marina
Saturday 16	3/4:00pm	Halloween Pty./ Chili Cook off	Marina (Joan)
Wednesday 27	3/4pm	Race	Marina
December: Wednesday 4	6:30pm	Meeting	Library
Saturday 7	10am	Race	Marina
Wednesday 11	3/4pm	Race	Marina
Saturday 21	TBA	SH Holiday Parade	TBA (Dale)
January: Wednesday 8	6:30 PM	Meeting	Library
Saturday 11	10:00AM	Race	Marina
Wednesday 15	4:00PM	Race	Marina
Sunday 26	TBA	Change of Watch Party	Sherriff's Youth Ranch
Wednesday 29	4:00PM	Race	Marina
February: Wednesday 5	6:30 PM	Meeting	Library
Saturday 8	10:00 AM	Race, Back Bay Triangle	Marina
Wednesday 12	4:00 PM	Race	Marina
Saturday 22	TBA if we have a host for Valentines Day/Mardi Gras Party,		Marina
Wednesday 26	4:00PM	Race	Marina

Gunkholing during Hurricane Season

Text, pix, & charts by Annie Davidson

Preparing the vessel, planning the route and provisioning

SV Aldonza is a Cape Dory 27 with a 3-foot draft when her centerboard is raised. Thus, when we charted a course for the Big Bend / Nature Coast of Florida, we figured we could duck into safety should another tropical storm come up into the Gulf in September. We wanted to try the scalloping season where Crystal River empties her fresh water into the salty Gulf, avoid tourist traps and see the real "Old Florida."

Ambitiously we thought we might make a long day, short cut to St Marks River -- if indeed we got that far. Yachting Clubs of America offers reciprocity with my home port Boca Ciega Yacht Club. So, our ambitious goal of the most northern latitude was St Marks Yacht Club, 30.1548° N, 84.2116° W. In addition to meeting new fellow sailors, this waypoint offered discount 30amp docking, dining room and swimming pool.

Gulf Harbors YC



Boat To



Weather



Share



Delete

COORDINATES

28° 14.341' N • 82° 45.013' W

DATE

Sep 15, 2019 at 7:26 AM

Over the course of four provisioning trips to grocery stores, I carried supplies to Pier 2 in Gulfport City Marina, checking in on the mechanic. He seemed to be making progress on the oil change and new heat exchanger for the Westerbeke. Finally, everything checked out on the saltwater engine system. After writing a \$1600 repair check, Captain David had his Sv Aldonza ready for departure only one day behind schedule.

Tuesday, September 10th, we left midday, hoping to motor The Ditch (GIWW) to Three Rooker Bar for an evening on anchor. However, the engine began to smoke and ultimately quit in sight of Corey Causeway Bridge. SV Aldonza drifted onto a shoal some of you may know personally if you've raced to marker 17 of Boca Ciega Bay. And then a mere .5 nautical miles into our journey, we were sadly towed home.

What's better than owning a boat? Having friends with boats!

Tuesday evening, we were blessed with the offer of a Pearson323, SV Cimarron. The previous evening, we'd stocked Aldonza's icebox using dry ice purchased from Publix. Wednesday



morning, we added canvas back to this loaner boat since it had been stripped for hurricane season. We checked the weather as Dorian crept up the Atlantic coast and no new storms were appearing. Thursday we schlepped everything (almost everything) off Aldonza on Pier 2 and placed it aboard Cimarron on Pier 3. In our haste we missed some critical equipment like a chartbook of NOAA 11411, a can opener, some medicines and supplements. The whole trip I never did find the pre-cooked ground lamb as food shuffled from the first boat's Engle Cooler (turned way down to 31 degrees) and her dry ice icebox... into the second galley's icebox (forgoing more dry ice) plus two coolers.

Okay, so are you wondering: What did we eat? Healthy! Pourable eggs and precooked sausage or whole oatmeal adding walnuts and Craisins. Boiled eggs and Cutie oranges for mid-morning snack. 3 pack Romaine lettuce topped with the chopped salad that comes with a dressing and crunches: Asian & Sunflower being favorites. Cherry tomatoes lasted. Avocado we ate quickly on salads or in rollup sandwiches.

Spinach or Tomato Tortilla roll-ups instead of bread for cheese, lettuce and turkey slices or tuna. Corn tortillas heated with tuna plus BBQ sauce can create that pulled pork old south taste.

Cheese, nuts and seeds for added protein sprinkled into many meals. Chicken breast that was breaded at home and lightly pre-cooked as chicken fingers to reheat easily with rice when aboard. Yellow Rice, Brown Rice, Flavored Rice boxes: pour boiling water & rice into a thermos before leaving port so that late in the day your side dish is ready; depending on quality of thermos, it may not even need reheating.

Some veal chops to pan sear. Green beans that were bought fresh, cut down and frozen at home. Precooked sweet potatoes were sliced and reheated in The One Perfect Copper Pan on a butane stove. Do not forget to disengage the butane can when finished cooking if you want this fuel to last!

So, we ate well, wasted little and actually returned to port more than a week later with plenty food to spare. Hint: Freeze gallon jugs of water as they take a week to melt, being first giant ice-cubes and then becoming drinking water to mix with crystal light for flavor.

For our second attempt at departure, we left port on Friday the thirteenth

A four-and-a-half-foot draft of SV Cimarron meant we would not venture into the northern most latitudes of the panhandle, as we did not care to leave sight of land in September. Anclote River-to-Carrabelle or Panama City is the usual long haul for deliveries I've done in the past. This was not a delivery, but an exploration. A journey, not a destination.

In upsizing vessels, we downsized stuff, choosing to leave behind the generator that would have allowed comfortable nights at anchorages. Crystal River has a notable one, Kings Bay, which I'm sorry we missed.

We enjoyed reciprocity at Clearwater Yacht Club and Gulf Harbors YC. The latter restaurant has limited but delicious economical offerings on Wednesday and Friday. No pool. Friendly folks. And a stellar view from their club dining room of a very entertaining shoal. CYC had too pricey a dining room but offered fabulous hospitality from Dockmaster Linda and a pool where we swam until we could no longer avoid the rain that we had dodged all day.

Experienced sailors know that longer voyages have more mishaps and crew wear-and-tear. There's weather. There's "it's a boat." We carried Cimarron's genoa aboard with us, finally having wind conditions to raise it our second morning at GHYC. But, no luck. Not our boat. Not sure exactly what the catch was, but no headsail and thus none of the usual choreography that makes up our signature teamwork in sailing.

Then there's the complementary skill sets of those aboard. My Captain is an excellent sailor. He knows his sail trim and is strong enough to hoist the mainsail in an emergency 20 knot tailwind. At a point when engine failure meant I called the drawbridge for an on-demand opening, Captain David expertly sailed the bridge and helmed a rapid landing just beyond it without a crash! He's also a sailor who prefers Navionics to NOAA charts. I typically watch for Anclote's power tower – as locals describe this – plus a 500 ft double stack power tower at Crystal River, making possible the use of old school navigation with traditional nature coast landmarks.



On the other hand, visual navigation doesn't apply in a squall when you lose sight of land and many distractions cause you to lose your head(ing). My Captain couldn't help with his Navionics, as he was consumed with emptying the bilge with a 5-gallon bucket. And I was distracted by a boat with flashing lights that appeared to lose its own way from shore, stalling and changing heading a couple times. Also, both the electronic power brick and my Android phone needed to be put into dry bags, while I helmed in a squall.

I dared not ask him if Cimarron was going to sink, or what exactly was the problem below. He only ordered that I set aside my quest for identifying the water tower, watch the depth carefully and most importantly "Do Not Run Aground!" So in all this I passed our channel to GHYC by a mile.

We exhausted ourselves. I missed my opportunity for advance set-up of dock lines and fenders per dockmaster instruction. More significantly I missed my opportunity to remind Captain to hug the south edge of the very short channel approaching the club. Thus, for their dinner entertainment, GHYC watched as a tow rope snapped attempting to tug Cimarron loose from their shoal. And then we dinghied ashore, bedraggled, foregoing our time to shower and dress in our "yacht club appropriate" attire.



Nevertheless, we were welcomed into their festivities and waited for the tide to lift Cimarron at midnight. The captain graciously acknowledged to all that I had warned him of that shoal in our planning stages. Bilge-bucket exhaustion and solutions dominated the early conversation. Camaraderie and respect helped us make new friends that evening. The next day with the club "closed" we had plenty of privacy (and finally 30amp power) to enjoy a floating dock, the club's shower, and their screen porch with a picturesque view of the waterway entrance to New Port Ritchie. We did not see but a half dozen boats pass in that channel all day. By phone, GHYC officers made helpful suggestions as we attempted charting a new course for a deeper draft vessel.

Pithlachascotee: the locals call this river the CoDee. In Miller Bayou before the Hwy 19 Bridge, Captain David found "Catches" restaurant offering a Monday 2for seafood platter and yes, they promised 30amp power at their dock overnight. In truth, the restaurant owner's friend already had the only connection. (Always carry a splitter) But the food and the service were delightful. This was our northernmost point, Monday the 16th.

You can see for the charted course; skinny water was becoming a challenge for Cimarron. As we turned this voyage back to the familiar Tampa Bay waters, I did adore the quiet, silvery morning return out to the gulf. Gliding past "Stilt Houses of Pasco County" is breath-taking when the sky and the water completely blend at the horizon. That view alone is worth the journey and entices us to return, and to keep exploring Old Florida's Nature Coast.



At some point in your travels here and there by boat, you may have to request a bridge opening. Here's how to do it right.



A crowd of boats wait for a timed bridge to open. | Photo Credit: Mel Neale

Whether you have to deal with bridges only occasionally or every day, you'll probably have to deal with them at least sometimes. If your boat has very little air draft, you may think there's not much to worry about. But there may be, and the issue of whether you're too tall to get under is only one of many. Here's what to expect when your way is blocked by spans of steel and cement with eighteen-wheelers flying overhead.



This sailboat was dismantled by a bridge. Fortunately, no one was injured. | Photo Credit: Mel Neale

Barriers To Safe Passage

Obviously, you must avoid bridge pilings and the structure surrounding bridges. But you must also deal with eddies around them, which may affect your steering. Sailboats have particular issues because the wind may change, causing temporary calms or shifts. It is usually imprudent, and often illegal, to use sails to go through a bridge – unless that's your only means of propulsion. The pilings may obstruct vision, which is important regarding oncoming traffic, but also for avoiding small boats that often hang out around the pilings to fish.

Communities often build trailer ramps on one side of bridges. This means that small boats and skiffs may be blithely taking off from behind the pilings, heading into the path of boats coming through the bridge. Whether you're steering around pilings or through a span, all boats must be extra vigilant, using necessary signals and prudent maneuvering. Rules of the Road are very important, not to mention common sense.

Who's On First?

Usually boats must funnel through a particular span of a bridge, which may require opening. Special right-of-way considerations may come into play. For example, if a boat is heading with the current, other boats heading into the current should normally let the boat being pushed come through first. Smaller nimble boats should generally stay out of the way of a large boat with more limited maneuverability. An outboard skiff darting around the bow of a ponderously moving tug and barge may be obscured from view of the pilothouse. This is true anytime, but particularly in areas of restricted maneuverability around a bridge. And what boater can possibly think his engine can never fail at just the wrong time?

Requested Vs. Scheduled

Many bridges must open to let taller boats through. Sometimes these bridges open on request if given proper signal, but many bridges only open at scheduled times. Always signal the bridge for an opening. Signals include horn blasts (usually a long and a short), but most boats call the bridge tender on the VHF. Bridges stand by on channel 9 or 13, depending on location. Call the bridge by its name (e.g., North Landing Bridge, Barefoot Landing Bridge, Seventeenth Street Causeway Bridge). Otherwise the wrong bridge may think you need an opening. Names of bridges and proper VHF channels are best found in updated guidebooks, where you will also find local rules and customs. Be aware that some bridge names may change. For many years, tugs going through the Atlantic Intracoastal Waterway (AICW) swing bridge south of Little River Inlet, South Carolina, called it, melodically, the "Little River Swing" (pronounced "swang.") Now the bridge is named the "Captain Archie Neil 'Poo' McLauchlin Swing Bridge" after a well-known local legend. The captain may be sitting in his favorite establishment watching as you go by.

It's often difficult to plan ahead for scheduled bridge openings because typically the current will change in the channel ahead. This is particularly true in areas where inlets or creeks run to larger bodies of water, such as the ocean. A creek may produce current, speeding you along, but as you pass its intersection, the current turns against you. People who simply plug distance to run into a chart plotter are often fooled.

Communication Is Key

Even if the boat ahead of you has requested an opening, you also should request one so that the bridge tender knows how many boats are coming through. We've known bridges to close on boats that haven't properly notified the operator. Often, when the bridge is in the open position,

the bridge tender has limited visibility. Going through in a single file line is usually best because boats on the other side may also be coming through and space is limited.

Sometimes a bridge tender will instruct pleasure boats to wait for a tug and barge or other vessels because of that vessel's special needs or space limitation. Pay attention. Keep a VHF tuned to the bridge's operating channel well before you approach the bridge, as well as during the transit, because there may be special issues such as a malfunctioning bridge, a fire/rescue vehicle approaching on the highway, or other problems. If you know in advance, you can slow down and come through when the situation has cleared.

Into The Melee

When you reach a bridge, there may well be a crowd of boating traffic. If the bridge opens only on a schedule or is otherwise restricted (such as bridge work or emergency highway traffic), it is critically important to take into consideration the special maneuvering needs of other boats (including your own) when you're waiting in a crowd. Try to stay clear. For example, often a sailboat will have little control when backing or require a wide turning radius. Large vessels may have very little maneuverability in tight quarters. Often a tug with a barge must simply keep coming, unable to dodge around smaller boats.

Some vessels may have huge windage issues that make steering and positioning very difficult, especially if the wind is blowing across the channel or toward the bridge. Others, such as deep draft vessels, may be susceptible to strong currents pushing them toward the bridge and may need to face away from the bridge into the current or wind until the opening. Then it will have to turn, and there might not be room to do so within its turning radius. And just as boats have different handling characteristics, skippers have different skill levels. We've passed through many bridges over the years, and my favorite tactic is to remain at the end of the line to hopefully avoid trouble. Don't hang too far back, though, because the bridge tender has an obligation to get the highway traffic moving when he can.

To make matters worse, some bridges are situated poorly from a boat operator's perspective. The Wappoo Creek Bridge just south of Charleston, for example, spans a narrow channel that doglegs. The current is immense, and a large boat coming through on a fair tide may have trouble making the turn. And this bridge usually operates on a schedule. Check the charts to get the "lay of the land" long before you approach a bridge.

Source: https://www.boatus.com/expert-advice/expert-advice-archive/2019/october/the-right-way-to-navigate-bridges?utm_source=bmag&utm_medium=email

WELCOME "RE-NEW-ED" MEMBERS: LINDA & CURT BRANDT

ARTICLE AND PIX: ARCHIVES



This is to re-introduce Captain Linda Brandt and her husband Curt Brandt. Curt has spent his career as an Army Officer, and Linda was former SHBC Club Vice Commodore, preceded by being Club Treasurer, she's a CPA...has spent 18 years in accounting and has been the Finance Officer for 7 years for the Coast Guard Auxiliary - Flotilla 74, which is an appointed position over 6 Flotillas. Linda will also return as our SHBC Club Photographer/Videographer.

She recently acquired sailing vessel "*Incentive*", a 1983 Watkins sloop of 27 feet and four tons displacement, berthed for many years in the Safety Harbor Marina. When she first joined the Safety Harbor Boat Club, she started crewing on "*Incentive*", long owned by Captain Dale Cuddeback. After crewing and racing for over two years Linda purchased "*Incentive*". Dale agreed to continue on board as first mate and advisor.



Linda enthusiastically started learning the intricacies of owning and sailing a sailboat. She quickly learned to back the boat out of the slip and motor out of the marina and the marina entrance channel. She also became adept at bringing the boat back into the slip. Sail trim takes a little longer, but with her enthusiasm, she will acquire the art of trimming the sails.

Visit Pyramid Falls, BC, Canada



Lisa Lanza did. Sent us a picture and a movie too, which should be on the Facebook site (would not fit in the Newsletter).

YACHT ROCK. Say What???

By Mikey

Phrase was coined by JD Ryznar, the Los Angeles based writer, actor and director who portrays the man with the beard in his series of short films called "Yacht Rock."

<http://www.channel101.com/show/171>

A lot of the music of the era featured albums with guys on boats on the cover and songs about sailing. This music sounds really good on boats because it's good for relaxing, sitting back and drinking.

The term "yacht rock" did not exist while the genre was active, from about 1975 to 1984. Originally regarded as "adult-oriented rock" (or "West Coast Sound") it became known as yacht rock in 2005, when the term was coined in J. D. Ryznar et al's [online video series of the same name](#). Understood as a [pejorative](#) term, "yacht rock" referred, in part, to a stereotypical [yuppie yacht](#) owner enjoying smooth music while sailing. Many "yacht rockers" included nautical references in their lyrics, videos, and album artwork; exemplified by [Christopher Cross](#)' anthemic track, "[Sailing](#)" (1979). Long mocked for "its saccharine sincerity and garish fashion", the original stigma attached to the music has lessened since about 2015.

<https://www.smoothradio.com/features/yacht-rock-songs-soft-rock/>

17 of the greatest yacht rock songs of all time

1. Hall & Oates - 'I Can't Go for That (No Can Do)'
2. Foreigner - 'Waiting for a Girl Like You'
3. Eagles - 'I Can't Tell You Why'
4. Michael McDonald - 'Sweet Freedom'
5. Toto - 'Rosanna' (Barely beat 'Africa')
6. The Doobie Brothers - 'What a Fool Believes'
7. Bobby Goldsboro - 'Summer (The First Time)'
8. Boz Scaggs - 'Lowdown'
9. Steely Dan - 'FM (No Static At All)'
10. Don Henley - 'The Boys of Summer'
11. Chicago - 'Hard to Say I'm Sorry/Get Away'
12. Player - 'Baby Come Back'
13. Kenny Loggins - 'Heart to Heart'
14. Airplay - 'Nothing You Can Do About It'
15. Michael Jackson - 'Human Nature'
16. Christopher Cross - 'Sailing'
17. Steve Winwood - 'Valerie'

FINALLY, THE GOOD WINDS FOR OCT. RACING & A MOVING FINISH LINE!

BY ELLEN HENDERSON

On **Sat. October 5th** some potential crew members assembled onto the four sailboats that were planning to race: **"John Marie": Chris Garrill + Emily Wagner, "Pegasus": John Viverito & Ellen Henderson, "Wanderlust": Ron Poirson & Joan Marzi plus "Rumboogie": Gerry Corbino**

"Pegasus" was the SHBC Race Committee, so we set the start line at a 90-degree angle to the wind. The Course was Start/Finish --> to the Virtual East Orange mark--> S/W to the Virtual White Mark--> Finish. The 5 min. "gun" was at 10:06:00 am and the start was at 10:11:00 am. Since this was a true windward first leg, there would be lots of fun tacking, since the wind was coming from the E/S/E (wind direction of 120 degrees) with nice breezes of 8-10 kts.

"Pegasus" ran the start line back and forth and was first over on Port Tack, followed by **"Wanderlust" & "Rumboogie"** both on Starboard Tack, at about 45 sec. & 50 sec. behind respectively. **"John Marie"** brought up the rear. They too were on Starboard Tack and went way outside the "cone" heading northeast toward the electric towers.

At 10:18 am **"Pegasus"** was on a heading of 155 degree (still on Port Tack), then experienced a header down to 160 degrees. By 10:18 am **"Pegasus"** tacked onto Starboard on a 60-degree heading, followed by **"Rumboogie"**, who had already tacked twice and was now tacking to cover. They were 6 boat-lengths behind **"Pegasus"**, but were to windward of us. At 10:22 am **"Rumboogie"** started falling below **"Pegasus"** and passed us to leeward, thus our losing first position.

By 10:26 am **"Rumboogie"** tacked onto port, so we also tacked to cover returning to 160 degrees. There hadn't been a significant wind shift in nearly 10 min. During the next four min. **"Rumboogie"** tacked twice and was now back on port. **"Pegasus"** also tacked onto port but was now below **"Rumboogie"**. The winds were starting to lighten up.

"Wanderlust" was sailing to leeward of **"Pegasus"**, about 10 boat-lengths behind us. They tacked onto Starboard and were now 15 boat-lengths behind **"Pegasus"**. **"John Marie"** was still heading northeast toward the electric towers and the oyster beds near Oldsmar.

The rest of us found a 20-degree lift and **"Pegasus"** was now on a heading of 140 degrees (YEAH!). By 10:26 am **"Rumboogie"** tacked onto Starboard. **"Rumboogie"** was solidly in the lead! Two minutes later **"Rumboogie"** rounded the Orange mark, followed four min. later (10:48 am) by **"Pegasus"** in second place. On their 33 min. windward leg, **"Rumboogie"** had taught the fleet a lesson: **On a true windward leg, tack often and stay within the "Cone"**.

The second leg was a bear-away on a port beam and aft reach onto a heading of 210 degrees. At 10:50 am **"Pegasus"** fell down 10 more degrees & then 20 more degrees to accommodate the outgoing tide. Five more min. and **"Wanderlust"** rounded the Orange mark.

By 10:01 am **"Rumboogie"** gybed around the White mark. This had been a quick 17 min. leg for them. On this second leg **"Pegasus"** had lost more ground to **"Rumboogie"** and was now 7 min. behind at the White mark rounding. The last leg's head was 005 degrees and was a Starboard aft reach.

By 11:18 am **"Rumboogie"** was still in the lead finishing first; **"Pegasus"** was in 2nd place 7 & 1/2 min behind. Twelve min. later there was some drama while **"Wanderlust"** was finishing. Their rudder caught the Orange Finish Line Mark and dragged it away (oops!). Race Committee boat **"Pegasus"** had stayed on station after finishing, so we parked ourselves in the former position of the Orange Finish Mark to enable **"John Marie"** to finish 3 min. later.

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

Start Time: 10:11:00; Wind Direction 120 degrees @ 8-10 kts.

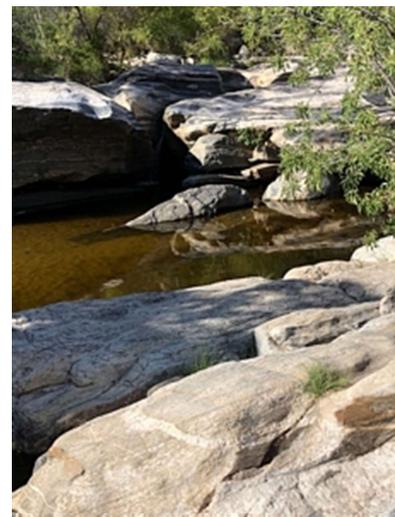
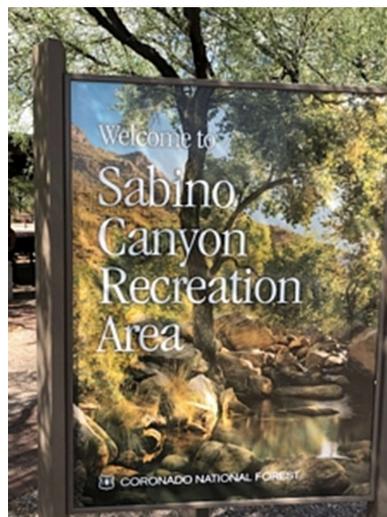
<u>Vessel</u>	<u>Crew</u>	<u>Finish Time</u>	<u>Elapsed Time</u>
1) Rumboogie	1	11:18:30	1:07:30
2) Pegasus	2	11:25:59	1:14:59
5) Wanderlust	2	11:38:03	1:27:03 DSQ
3) John Marie	2	11:41:21	1:30:21

We celebrated our post-race party on **Ron's** boat, **"Wanderlust"**, where we all had an opportunity to re-race the course with embellishments.

Non-Touristy Trip to Tucson

Pix by Sal Farina

My Wife and I visited our Son and his Family in Tucson last month. We really didn't do any "touristy" type things but did take the trail up the Santa Catalina mountains (appx. 10,000 ft) from the foothills in Sabino Canyon.



Swimming hole along the trail;



After a gentle high desert rain



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Submissions must be complete with text and images. If received after the 24th of the month, they will be held over for publication and not included in the latest issue.

Images / photographs: If using a cell phone to take the picture, please hold the phone in the horizontal (landscape) position. Otherwise, they are rotated 90 degrees at my end. Unless of course it was your intent to put them in sideways, then please let me know.

Mike Hembrey
Webmaster & Newsletter Editor
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