



S.H.B.C. Sentinel

September 2019

V7N9

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 SEPT. 4th MEMBERSHIP MEETING

BY ELLEN HENDERSON - PHOTO BY GERI ESPY (F/F) & BONNIE BOX



Plan to attend our Wed., SEPT. 4th SHBC meeting at 6:30 pm at the Safety Harbor Library. Our guest speakers will be Mark & Ann Kanuck plus Jack & Bonnie Box, who all went on a wonderful Sea Adventure to Alaska & then Mark & Ann continued through Canada.



UPCOMING LABOR DAY RACE AND PARTY - MON., SEPT. 2nd

Cancelled this year DTD (Due To Dorian). At least we got to have a Labor Day.

Excerpt from S.H. City Council Meeting

Researched by Mikey

"With regards to the Marina, City Manager Spoor stated that upcoming capital projects included channel dredging (\$200,000); deck/piling replacement (\$325,000); and seawall replacement (\$500,000 – marina fund would cover 15% of this project). Rental fees were last increased an average of 65% in FY 2006 and prior to that the last slip rental fee increase was in 1987. The 20 year average annual operating/CIP cost for the Marina was \$82,500. The current average monthly slip fee was \$93.06/month. The current annual slip revenue was \$49,000. Staff recommended an increase in slip rental fees, as follows:

Option A: a 50% increase starting FY 2020

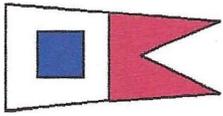
Option B: a 15% increase per year for five years starting in FY 2020 (there may be a need to delay CIP projects if this option is chosen)

Commissioner Diaz asked if the City would not have to withdraw from fund reserves to maintain operating expenses at the Marina if the slip rental fees were increased at 50% (\$142.50/month). City Manager Spoor said it was projected that Option A would cover projects for the next five years, and funds would not have to be taken from the general fund. The City did not make the slip owners pay 100% of the costs for marina projects. If the increase were approved, the revenues would increase from \$49,000 to \$71,000/year. Commissioner Besore asked what would happen if the City did not make the improvements (channel dredging, deck/piling replacement, and seawall replacement). City Manager Spoor explained how the decking will slowly rot and fall apart, but the seawall was the biggest issue as it was in danger of collapsing. The original seawall was constructed in the late 1980's. Commissioner Besore remarked that residents as a whole benefited from the seawall, not just slip renters.

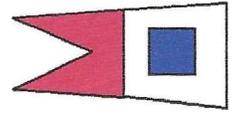
Mayor Ayoub asked if there were plans to redo the decking on the pier. City Manager Spoor believed there was discussion about repairing some of the supports on the pier, but not the decking. Decking was very expensive and lasted a long time. He will provide a more detailed answer on this matter, along with what fund would be used.

Commissioner Besore inquired why Option B was not a 10%/year increase over the next five years. City Manager Spoor replied that the City would lose 40% a year in revenue over the next five years with that amount.

Commissioner Zodrow questioned if the City checked the channel depths over certain time periods for channel dredging, or if it was complaint driven. City Manager Spoor said it was complaint driven. Vice Mayor Merz asked if there were grants available for dredging. City Manager Spoor said he and the Mayor were meeting with a Representative this week and would be asking for money for several projects. They will add channel dredging to the list."



Safety Harbor Boat Club



"Promoting Safe Recreational Boating"

P.O. Box 412

Safety Harbor, FL 34695

www.safetyharborboatclub.com

28 August 2019

Mr. Matthew Spoor, City Manager
City of Safety Harbor
750 Main Street
Safety Harbor, FL 34695

Dear City Manager Spoor,

Only in the past several weeks has it come to our attention that the City of Safety Harbor is considering increasing slip fees at the Safety Harbor Marina by 50 percent. To the best of our knowledge there has been no notification of any proposed changes to lease/rental fees provided to Marina slip renters. We view an increase of this magnitude as questionable. We do however understand that fees have been stable for some time and, while an increase in fees may be necessary, we are seeking information that would support such a huge increase. Moreover, we believe there are several mechanisms to generate revenue and keep fees attractive to renters that ought to be considered and should be implemented BEFORE such a rate increase is levied on all existing boat/slip renters.

We in the Safety Harbor Boat Club represent twenty members who have slips in the Marina, roughly half of the number of slips at the Marina. To your credit and ours, we have worked collegially over the past 20 years to make the Marina a more attractive option for boat owners and an important resource to the City as a whole. We have been in the forefront of self-help projects that have minimized expenditure of City maintenance dollars and have provided volunteer support to Safety Harbor's Summer Sailing Camp Programs. Our partnership is long and ongoing. To a great extent, we also represent the concerns of the other boatowners/slip renters that occupy the Marina. Consequently, before any such increase is adopted by the City, we respectfully request the following information:

- A copy of the minutes of City Commissions' July 29th Budget Work Session and deliberations where discussion of marina slip fees occurred.
- The City's written staff justification and factual data for supporting an increase of the current marina slip fee by 50%.
- Annual revenue from marina slip fee rentals for the most current year on record and two prior years.

➤ What benefits do slip renters gain from a 50% increase in fees?

It is requested this information be provided to our Boat Club by the close of business on Friday, 30 August 2019, for us to better understand and be informed of the City Commissioners' determinations and to obtain data that has significant bearing on this matter.

Consequently, we request that the City Commission table discussion of the marina slip increase until such time as we have an opportunity to understand the facts and rationale behind the City's proposed increase. We also understand that business must continue and therefore we request meeting with appropriate recreation, marina and budgeting staff in the coming two weeks to discuss these matters and explore all options for increased revenue generation from the City

options for increased revenue generation from Marina.

Sincerely,

Sincer I



Mark Kanuck
Commodore

512 Georgetown Place Safety
Harbor, FL 34695 e-mail:
mjksan@gmajl.com

copy to: DISTRIBUTION

Andrea Norwood, City of Safety Harbor

Stephanie Kern, City of Safety Harbor

Clerk, City of Safety Harbor

Safety Harbor Boat Club Members

Travel by Airplane?

Researched by Mikey

Recently, the Transportation Security Administration began posting signs at airport security checkpoints warning travelers about some upcoming ID requirement changes. **So, what exactly are these changes, and what do you need to do to be ready?**

<https://upgradedpoints.com/real-id-act>

Safety Harbor Boat Club Schedule 2019:

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.

September:	Monday 2	10am	Race/Commodore's Cup	Marina
	Monday 2	4pm	Labor Day Party (Pot Luck)	Marina (Millie)
	Wednesday 4	6:30pm	Meeting	Library
	Saturday 7	10am	Race	Marina
	Wednesday 11	6pm	Race	Marina
	Wednesday 25	6pm	Race	Marina
October:	Wednesday 2	6:30pm	Meeting	Library
	Saturday 5	10am	Race	Marina
	Wednesday 9	6pm	Race	Marina
	Friday,11,12,13		Cruise Gulfport	Marina (Brian)
	Saturday 19	TBA	Overnight cruise	Marina/TBA (Brian)
	Wednesday 23	3/4:00pm	Race	Marina
	Saturday 26	3/4:00pm	Halloween Pty./ Chili Cook off	Marina (Joan)
November:	Saturday 2	TBA	Sail to Shake Shack	Marina
	Wednesday 6	6:30pm	Meeting	Library
	Saturday 9	10:00am	Race	Marina
	Wednesday 13	3/4pm	Race	Marina
	Wednesday 27	3/4pm	Race	Marina
December	Wednesday 4	6:30pm	Meeting	Library
	Saturday 7	10:00am	Race	Marina
	Wednesday 11	3/4pm	Race	Marina
	Saturday 14	?? pm	Holiday Parade	S.H. City

SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON, PIX FROM ARCHIVES

Congratulations to those SHBC Members, whose **Birthdays** and **Anniversaries** fall in the Month of **September**. It's interesting to see all of the multiple B-days and Anniversaries on the same dates.

Birthdays:

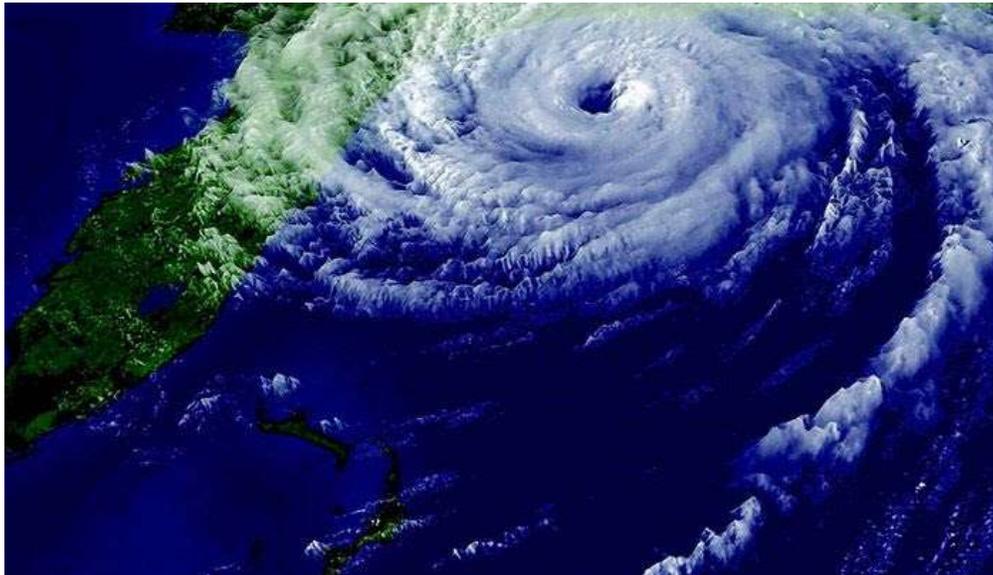
- 9-9 Joan Marzi
- 9-9 Jack Youra <-----
- 9-10 Mike Duffy
- 9-17 Fritzi Strom
- 9-21 John Viverito
- 9-23 Mikey Hembrey
- 9-23 Curt Brandt
- 9-28 Sharon Kline (Greenhalgh)



Anniversaries:

- 9-15 Ted & Janet O'Brien
- 9-21 Connie & Paul Pope
- 9-21 Ron and Brenda Poirson

REPRINTED (& EDITED) FROM A MESSAGE FROM BCYC TO ITS MEMBERS ON - Hurricane Preparedness



By failing to prepare, you are preparing to fail - Ben Franklin

The "H" season is upon us and all member boats should consider with these precautions.

F. Hurricane Procedures

1. During the months set by the National Hurricane Center as the 'Hurricane season', all Marina boats should be equipped with double the minimum number of dock and tie lines, i.e., eight (8) dock lines and two (2) spring lines. The extra lines should be on the tie pole at all times.

2. When a hurricane watch/warning or tropical storm watch/warning is posted for the Pinellas County area: All boat owners should complete and vacate the SH MARINA premises using the following parameters:
- a. See that their boats and dinghies are securely tied.
 - b. Remove bimini tops from the boat or lower and securely tie the Bimini tops to a fixed structure on the boat.
 - c. Remove main sail from the boat or wrap a line around the main sail and cover from the mast to the aft end of the boom.
 - d. Remove roller furling head sail or adequately secure it to prevent the sail from unfurling in high winds.
 - e. Remove sails in bags, cockpit cushions, spinnaker and whisker poles from the boat and secure them elsewhere.
 - f. Check engines to ensure that they are in good running condition and there is adequate fuel on board.
 - g. Charge batteries to full capacity.
 - h. Turn off fuel lines to cooking units.
 - i. Remove electrical extension cords from electrical outlets unless the owner is present.
 - j. Install chafing guards on all dock and spring lines where necessary.

CHANGE OF WATCH FOR INCENTIVE

By Dale Cuddeback
Edited by Linda Brandt

This is to introduce Captain Linda Brandt and her recently acquired sailing vessel "Incentive", a 1983 Watkins sloop of 27 feet and four tons displacement, birthed for many years in the Safety Harbor Marina. Prior to acquiring Incentive, Linda served in the Coast Guard Auxiliary for a number of years where she probably caught the bug to own her own sailboat. She joined the Safety Harbor Boat Club and 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.

Linda wanted to celebrate her boat ownership and so planned a boat party on Thursday August 8 with champagne and nautical small cakes (actually deluxe cupcakes made especially to her instructions) for each guest. Linda and Dale had washed the boat deck and cockpit the previous day. The inside of the boat was cleared of Dale's junk and spiffed up to a "T" in preparation for guests. Dale and Chris Garill raised party banners up the mast. All was in readiness and Linda was ready to party.

The guests started to arrive at 2 pm and a total of about 12 guests came. Everyone was able to find a seat either in the cockpit or below in the salon with the A/C running so that no one was overly exposed to the hot sun.

Linda served champagne to each guest and Dale called for a toast to congratulate Captain Linda who was beaming with delight. The toast was drowned out by the enthusiasm of the guests, but nobody noticed as the

toast drifted silently away. There were lively discussions from all quarters with hardly anyone listening but with all talking. In the background, manatees were roiling the water. It was a great way to celebrate the courageous new captain of Incentive. The “change of watch” party lasted for quite a while until guests began to drift away to other commitments (or naps).

Brian Got His BASRA On!

By Brian Garry, Pix by Brian and Phyllis

Phyllis and I participated in a joint operation, between our District-7 USCG-AUX shipmates, and Freeport Grand Bahamian BASRA shipmates. Which is the equivalent of their Auxiliary support for the Bahamian Naval Forces. They do not have an organized Coast Guard. We, the USCG-AUX contingent were V.I.P. guest, through the efforts of Jim Nichols, from the Kissimmee Flotilla.

We shoved off, from the Port of Palm Beach at 1100 Weds., 14AUG19, arriving next morning, 0730, at Freeport GB. Accommodations, at the Grand Lucayan Beach resort (first picture, first row), for 3 nights, then Sailing back, at 1930, Saturday, 17AUG, arriving at 0730, Sunday, 18AUG19, at the Port of Palm Beach, FL

The middle picture in the first row is the view of the Annual BASRA event, along the beach of Freeport GB., during the early 5-K, 2-K, and 1-K open ocean swimming competition. Many sponsor's support this BASRA event.

The last picture in the second row is where we were hosted, to a free cocktail Welcome Aboard party, on our first night. Approximately 35 of our USCG-AUX Shipmates were present.



On the Road, and Water, With Marion

By Marion Ruuge-Aronson, Pix too

Spending the summer in Smoky Mountain area of TN. Went kayaking with the My People Senior Activity Center in Sevierville. Dolly Parton named the center and is a major supporter. It is a spectacular center with diverse activities including pottery, woodcarving, kayaking, hiking and quilting.

In August we kayaked on beautiful Loudon Lake in Lenoir City. Next month is the Pigeon River.



Sailboat as Luggage

By Mikey



You've heard of farm to table and fin to fork. But bag to bay? That's the alluring promise of **Tiwal**, a splendidly inventive little sailboat that literally packs up into two duffel bags portable enough to check as luggage on an airplane (much less stow in a vehicle) and then inflates and assembles into a navigable sailing craft.

<https://www.coastalliving.com/lifestyle/packable-sailboat-tiwal>

DRYING UP: THE FRESHWATER CRISIS IN FLORIDA

INTERNET SEARCH BY ELLEN HENDERSON

John DUNN spoke to a group of 25 of us on August 15 at the SH Library and addressed the fact that global warming threatens the planet in many ways, with some dangers clearer and more present, while others are impossible to imagine. We don't know what we don't know, the climate experts say. But we do know certain low-lying places have a bullseye on their waterfronts. Places like Shanghai, Osaka, Alexandria, Rio de Janeiro, and **Miami** are certain to be flooded as the sea levels rise due to the expansion of warmer waters and melting ice on the north and south poles.



One of the consequences of rising seas doesn't receive the attention it deserves—how those salty and brackish waters stand to contaminate our sources of freshwater—and that's a topic partially covered in this week's interview with **John Dunn**, author of *Drying Up: The Freshwater Crisis in Florida*. In John's words, "Sea level rise poses a very **special threat to Florida**. This is a flat peninsula. The sea is moving in from three sides. It's also coming up from beneath the state. That means saltwater is intruding into fresh water sources."

It is almost counter-intuitive that supplying fresh water should be a problem in Florida, long known for its lakes, springs, and wetlands. What are the leading reasons water shortages are emerging in the state?

Yes, Florida is one of the wettest places in the country. In fact, Tom Singleton, a highly respected, Florida-based water consultant, has calculated that "Florida receives 55 trillion gallons of rain a year and only uses 1 trillion gallons. And yet it appears to be running out of water." Of course, much of that rainfall evaporates or transpires through plants and drains to the seas. However, too much of the rest is mismanaged, squandered, and contaminated from the Panhandle to the Keys.

Floridians, like people everywhere, face increasing demand for fresh water, thanks to non-stop urbanization and population growth. A 2017 Water Report conducted by 1000 Friends of Florida, a not-for-profit smart growth advocacy organization, along with the University of Florida, shows **Floridians used about 5.27 billion gallons of water every day in 2010**. This figure, however, could rise to 8.1 billion gallons per day by 2070, when the state's population may have increased by 75 percent. That's a 53.7 percent increase. Even if the state adopts a greener approach by using water conservation methods and more compact development practices, the situation still looks grim. That's because there will still be a 30 percent increase in consumption over the 2010 level.

These forecasts don't include anything about the impact of pollution, algae, and the red tide. Or the vast amounts of water needed for restoration of the Everglades or Florida's imperiled springs. Our aging infrastructure adds to the problem. For instance, since 2009, over 23,000 sewage spills were reported to Florida's Department of Environmental Protection. That's enough human waste to fill 2,400 Olympic-size swimming pools.

In Florida, too much fresh water also is simply wasted. Every day Floridians use more than 50 percent of their fresh water supply to feed the state's number one crop—grass lawns.

Perhaps the biggest problem, if not the planet's, is the non-stop destruction of the state's hydrology. Every time you destroy a forest, drain a swamp, fill in a trench, you wipe out not only creatures, small life forms, and ecosystems. But you also disfigure and disrupt the natural plumbing; that is, the damage also wrecks the way water evaporates, percolates into the soil, hydrates the land, stores water in aquifers and trees and plants. **In Florida, half of our wetlands are already gone**, and more will be destroyed, unless something blocks big development headed for the Sunshine State.

Sea level rise poses a very special threat to Florida. This is a flat peninsula. The sea is moving in from three sides. It's also coming up from beneath the state. That means saltwater is intruding into fresh water sources.

"So, add all these human-made forces, as I've tried to do in *Drying Up*, and it's not hard to conclude that if Florida barrels ahead with its business-as-usual mentality, all too soon there may not be enough clean, cheap, fresh water for the environment, wildlife, and human beings."

Florida is a high-growth state, and also one of the most popular states for tourism. How do these two populations—newcomers and tourists—stress Florida's water resources, and how does the state expect to meet the increased demand for water?

Here's how hard path works now. As a landowner, you can easily get a water permit that's valid for decades and start pumping away. You pay almost nothing for the water. Private wells usually are not monitored. Water bottling companies have a field day in Florida. They siphon water from aquifers for almost nothing and sell the water at exorbitant rates around the world. "In Ocala, where I live, you can drive by Silver Springs State Park and see commercial water trucks parked across the street sucking water right out of the well that recharges Silver Springs."

Maybe one day Florida state water districts will follow an enlightened "soft path" approach to water, that's already being practiced in places such as Sarasota and Winter Haven. Soft path, is a green, or low impact, approach that strives to treat water in a unified fashion, restore lost natural hydrological systems, implement sociological and psychological insights that help inform and inspire water users, and adopt a water ethic aimed at assuring there will be enough good fresh water for future generations of humans and the natural world. The soft path provides water based on need, not want.

Is Tampa Bay Water's seawater desalination plant, until recently the nation's biggest facility of its kind, suggestive of a long-term solution to supplying Florida with fresh water?

Desal plants certainly play an increasing role in Florida's water supply, as they do around the world including countries such as Australia, Israel, China, and India. In fact, with more than 140 facilities statewide, Florida already leads the nation in water desalination in both the number of plants and gallons produced.

But making sweet water from brackish or seawater is not simple. Nor does it solve a water shortage all by itself. In fact, Tampa Bay's Apollo Beach desal plant (located a few miles south of Tampa) is just one-third of a three-party \$1 billion urban water supply system that interconnects surface, ground, and desalinated water. The entire system includes a surface water treatment

plant that produces about 120 million gallons per day (mgd) and a 15.5 billion-gallon reservoir which can be tapped when needed and a pumping system capable of pumping 120 mgd of groundwater from wells on demand. Tampa Bay Water authorities like to say their three-part water supply system is a “portfolio” approach, which may be unique in the United States.

Of the three main ways to remove salt, the Tampa plant uses reverse osmosis (RO). Pressurized water is forced through a permeable membrane that leaves salt behind. However, the process is expensive and requires a lot of energy. Tampa’s plant managers also had problems with filters in the early days. They found one way, however, to help cut costs, and that was by locating the facility right next to the Big Bend Power Plant at Apollo Beach from which it borrows brackish water that was used to cool power plant towers.

Despite its drawbacks, desalination plants are becoming more important all the time. For instance, the South Florida Water Management District says the number of desalination plants in “South Florida has grown 82 percent since 2005 while the amount of desalination water produced by these plants has increased 142 percent during the same period.”

Florida also faces a different kind of water crisis: a rising sea level due to climate change that could cause widespread coastal flooding. What is the state doing to address this threat?

You would think that with about 80 percent of Florida’s population living within 20 miles of a beach, there’d be a great sense of urgency expressed about this threat. But there isn’t. Like elsewhere in the country, climate change deniers abound. There’s a price to pay in Florida politics if you don’t preach the doctrine of denial. Just ask former Florida Governor Charlie Crist who was hounded out of the Republican Party because he implemented programs designed to reduce emissions. Years later, Rick Scott was more careful. He downplayed the issue and went so far as to forbid state employees to mention the words “climate change” in their state-related work.

If attitudes are changing, it’s because it’s getting harder to deny what’s happening. Wells in South Florida are being moved farther from the coasts. Flooding grows steadily worse in Miami Beach and the barrier islands. Rising seas are altering the water quality of large estuaries and watersheds across the state. Problems are appearing from Central Florida south to Palm Beach, Miami, and the Florida Keys. On the west coast, trouble is brewing in Naples, Fort Myers, Charlotte Harbor, Tampa Bay, and Pensacola.

Some estimates predict that by 2100, sea level rise could be as high as 6.6 feet, inundating much of Miami-Dade County. If nothing is done to slow down this rise, much of South Florida may be underwater by 2200.

Nonetheless, a majority of state level politicians have been ignoring these problems. Any real movement comes not from state leaders but from those at the local level, mostly in South Florida. The county commissions of Palm Beach, Broward, Miami-Dade, and Monroe counties, for instance, have forged a “climate change compact” which provides a mutual blueprint for cooperative ways to mitigate and resist rising seas. There are similar “working groups” in Charlotte Harbor, the Indian River Lagoon, and the cities of Satellite Beach, Sarasota, and Tampa.

Meanwhile, Florida-specific climate change research is being carried out by the Florida Climate Institute—a consortium of the University of Florida and Florida State University. The Florida

Department of Economic Opportunity also has been publishing guides to help policy planners. In addition, the University of Florida, Army Corp of Engineers, NOAA, and the Nature Conservancy have developed software “tools” to assist planners in coming up with sustainable development practices. The Florida Fish and Wildlife Conservation Commission has an action plan designed to safeguard Florida’s wildlife.

The private sector is somewhat involved, too. In Miami, Dutch engineers have been summoned to advise on how to build things such as floating homes to survive in flooded areas. Meanwhile, denial remains strong as new subdivisions, retail spaces, and roads are being built around the clock, as if there’s nothing to worry about. I hope *Drying Up*: can serve as a “water primer” for not just Floridians, but also all others who want to fight to protect this most vital resource. It’s a big task.

SV “MAIDEN” IN THE WHITBREAD ROUND THE WORLD RACE

BY ELLEN HENDERSON; PIX: INTERNET

This race was NOT your Grandmother's Bikini Cup Regatta! We had heard about it when we organized a land tour for Windjammers of Clearwater Sailing Club to **Ft. Lauderdale**, which was one of the stops on the **Whitbread Round the World Race**. It's where we learned about the achievements of **“MAIDEN”** and her all female crew. So, when the NPR Radio Show's "Fresh Air" host recently interviewed **Tracy Edwards** on her accomplishment of being the Skipper of the first All-Female Crew for this grueling 9-month race, we were thrilled about the announcement that the Documentary film was being released.

After much research, we found out from **Linda Brandt**, that the Movie would be shown locally at the Tampa Theatre over a 2-week period. Various SHBC Members (who all have very busy lives) opted to go on three different viewings. On the evening our group of 4 went, the Tampa Theatre was populated with female racers (and their spouses/boyfriends) from various local Tampa Bay Sailing Clubs.

In 1989, the very idea of a competitive all-female sailboat crew was nearly inconceivable to the manly world of open-ocean yacht racing. The reactions were: "They'd never make it to the start of the **Whitbread Round the World Race**, much less survive to the finish. They'd never find funding. They didn't have the strength or skill. They'd die at sea. Did that many professional female sailors* even exist?" Twenty-six-year-old skipper **Tracy Edwards** proved the world wrong. This new documentary has all the elements of an epic adventure tale — 50-foot waves, life and death drama, near-mutiny, thrilling victory — grounded in a perceptive group portrait of a team of courageous young women pioneering in the sport of long-distance racing and inspiring women in all fields to prove themselves the equal of men.

- **Dawn Riley**, who was an excellent **Tactician** on **“MAIDEN”s** crew, and she had won a **Gold Medal** in the **Seoul Olympics** for sailing, had been our Keynote Speaker to rally the ladies in the Windjammers Bikini Cup Regatta in the mid-nineties. **Dawn** is now the CEO and captain of **America True**, **she** was the first woman to manage an America's Cup sailing team. She has raced on four **America's Cup** and **two Whitbread (now Volvo Ocean Race)** teams.

Movie trailer: <https://tampatheatre.org/movie/maiden/>

RECAP: AUGUST 7TH SHBC FREE CHART READING CLASS

BY ELLEN HENDERSON, ARTICLE & PIX

On **Wed., August 7th**, instead of having a CLUB MEETING at the SHBC Library, we are had a **FREE CHART READING CLASS**. The class began at 6:30 pm. **HOWEVER**, attendees were invited to be there by 6:00 pm to allow for members and guests to register, start to fill out their questionnaires, get their 50/50 and door prize tickets, determine which class they would attend (Beginner or combined Intermediate/Advanced and to socialize and catch up with old and new friends, or get a good seat! Special thanks to **Renee Viverito, Phyllis Garry** and **Bonnie Box**, who were very helpful in getting everyone registered, handing out questionnaires and selling tickets.

We started off the evening with numerous Door Prize Give-a-ways, which **Jack Youra** had secured from **West Marine** as a **Sponsor** for this event. We also collected \$43.00 in 50/50 tix and Phyllis Garry won \$21.00 after the split with the Club.

For the Class, we recruited world class SHBC cruising sailor **Jack Youra** and two other SHBC Members & Power Squadron instructors: **Millie Nasta** (SHBC Sec.) and **Chris Garill** (who owns "**Jean Marie**"), to be our **Table Instructors**. The students were separated into groups by knowledge of Navigation: Beginner, Intermediate & Advanced. **Brian Garry** jumped in to assist during the Advanced table discussions.





Twenty-two total attendees showed up and some brought their old charts, protractors and parallel rules plus pen & paper for note taking. Both **Jack & Chris** did a marvelous job in supplying materials for their Intermediate/Advanced students. We plotted a course from **Block Island** to the **Mass. mainland** on huge charts that Jack supplied.



Meanwhile, in the **Beginners** group, **Millie Nasta** had her students enthralled with her vast knowledge and experience sailing in the Caribbean, Cuba, etc. She also provided lots of supplies for her students. One attendee, **Tim Kim**, who's an experienced racer, but is new to cruising, texted us to say: "This is the first sailing Club I've joined that actually taught Chart Navigation. **Millie Nasta** was an amazing presenter and she had a vast knowledge on the subject of charting and the rules of the road. Her sailing experience and the waters, where she actually sailed were most impressive. I could not recommend this event enough and I'm hoping they do it again, so I can learn more."

Among the students, who filled out their questionnaires, the majority found out about our class via our monthly Club Newsletter, followed by e-mail announcements, while some were invited by their SHBC Member friends. All respondents indicated that they have an interest in Cruising or Day Sailing, while 1/3 were interested in Racing. Their responses to "what they hope to learn?" varied from: "Not to get lost, refresher, basics of navigation, how to be located, -find myself on a chart, not fear being on a boat, renew knowledge of plotting, how to read a chart, and to get more people to join SHBC."

When asked "what they particularly like about their class", they said: "Measuring & learning about the Tampa Bay, compass reading on a chart, the beginning was great in charting out a destination, refresher on calculating Lat & Long, plus using the Compass Rose to determine desired headings and distances". A few responded to "Other kind of Classes to be offered by SHBC: "More like this and another Navigation Class. The only negative comments were about having two classes in the same room, because at times, it was difficult to hear. Next time we'll use the Room Divider to separate the 2 classes.

For Sale - 1976 Pearson P28-1

Features:

- 6-foot plus headroom
- Blue-water capable design
- Known as "Boat with the bullet-proof hull"
- Currently in SH Marina Slip #5
- Will Partner the transfer
- **NEW: Price open to negotiation**



Sails:

- Main is 8.5-ounce Dacron custom manufactured by Hong Kong Sails. It is 5 or 6 years old. Currently it is rope footed, but I have slides to convert it for easier outhaul operation.
- The mainsail sheet is attached to a traveler across the seats at the transom.
- Jibs = 3 each. Approximately 90%, 120%, and a 160-170%, likely a "drifter".
- Spinnakers = 2 each. I know little about these, but think they are both asymmetrical. The spinnaker pole is 12' long and 3" diameter, fixed length, and very light. A mast ring was added summer 2000.
- There are 5 winches installed, including one for the main. The two back ones are 2-speed models.
- There are both outboard and inboard sail tracks for the jib sheets. Each has an adjustable position sheave.
- There are two jib sheet sheaves at the transom, used for the drifter/jib.
- Three metal winch handles.
- Two new 8" floating winch handles.

Anchors:

- The working anchor is mounted on the pulpit rail. It is a Danforth type, 6' chain rode, and about 100' of line. I am guessing it is a 30lb unit.
- A second anchor is in the rear locker. It is a new Danforth type, 6' chain rode, and about 100' of new line. I am guessing it is a 45lb unit.
- I also have 10' of Grade 70 5/16" yellow zinc coated chain intended for the big anchor.

Electronics:

- Primary radio is a Horizon Intrepid with DSC. The antenna is at the top of the mast.
- A secondary radio is a Horizon/25 Model. The antenna is rear rail mounted.
- Horizon Model MD100 Depth/Speed. A new LCD display was installed about 6 years ago.
- Garmin Model 128 GPS, with antenna mounted on the rear rail.
- Handheld Garmin GPS 48 included
-

Engine & Drive:

- Atomic 4, 28 HP with 2:1 transmission.
- New carburetor 2002. Old rebuilt and kept for spare.
- New S.S. 7/8" prop shaft installed summer 2001.
- New Indigo 3-blade prop installed Dec 2014.
- New Oberdorfer water pump installed summer 2000. Old saved for rebuild.
- Added to engine:
 - Electric fuel pump 2013
 - Raw water strainer, 2016 installation
- Moyer Marine Universal Atomic-4 Service and Overhaul Manual
- Moyer Marine Newsletters, 1991 – 1999 Compendium
- Universal Atomic Four Parts List, printed by Westerbeke

Boat Hull:

- US Coast Guard Documented Vessel, 10 Gross Tonnage
- Bottom painted May 2015
- Hull sides polished May 2015
- All thru-hulls and valves replaced May 2015
- Head is USCG Compliant with holding tank (Pump needs seals, but WAG Bags included)

Not installed but included:

- 8000 BTU Hatch-mount, 110 VAC Air Conditioner
- **Optionally included...**
 - Raymarine ST-6002 S1 Wheel Drive Autopilot system

- Raymarine S100 Wireless Autopilot Remote

Asking **\$Best Offer Considered**

Contact: Mikey, Web Administrator and Newsletter Editor

Apollo Beach Nautical Flea Market

Forwarded by Brian Garry

----- Original Message -----

From: Patricia Stone

Sent: Thu, 22 Aug 2019 15:33:53 -0400

Subject: 2019 Apollo Beach Nautical Flea Market

Greetings friends!

It is that time again. Plans are well underway for the USCG AUX Flotilla 75 annual boating and nautical flea market.

Mark the date on your calendar: **Saturday, November 16**

Make note of the time: Check in and set up your booths: 06:15 AM

Move all cars and trailers: Move ALL vehicles out of the vendor area: 07:00 AM

Prepare to start selling: Gate opens just before 07:30 AM. BE READY!

We usually have about 1000 guests and visitors that attend this event.

Would you help us out by advertising the event on your Facebook Pages and business websites?

I have included a color flyer for you to use, or create something on your own.

If you have any connections to local radio or TV or Cable TV would you be willing to pass those connections on to me?

The more we all advertise the more people will turn out for this event.

Remember, space is limited and assigned in the order I receive your applications - so please get your Applications and money sent in or delivered ASAP!

Mail your application along with your check made out to USCG Flotilla 75 to Patricia Stone, 6643 Dolphin Cove Drive, Apollo Beach, FL 33572.

(ED. Note: This is Between Gibsonton and Ruskin, on US-41, south of Tampa.)

Something new this year is the opportunity to email me your application and pay your Vendor Booth Space using SQUARE PAY OR ZELLE. If you call me I can take your credit card over the phone and take your payment immediately. RESERVE YOUR SPACE QUICKER **WELCOME, and HAPPY SELLING!**



Newsletter Terms of Submission:

Material may be slightly corrected for grammatical or spelling errors, but generally left as-is unless you request otherwise. Ideally, a Microsoft WORD document would be easiest to process, but we can work with text, HTML, most word processors, or Google e-mails. Text and image messaging to my cell phone, not so much. If you wish to submit your story or report in another word processor or document format, contact the S.H.B.C. Webmaster / Newsletter Editor (me) for discussing.

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