

Windword

Boca Ciega YACHT CLUB

September 2020



www.sailbcyc.org

Gary & Kathy's Seafari sails along the coast in the Gulf.
Photo courtesy of Gary & Kathy Rhoads



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Flag Officer, Board and other BCYC member phone numbers and email addresses available to club members at www.sailbcyc.org

Windword Newsletter published monthly.
Submissions deadline Wednesday following the Monthly General Meeting.

Email submissions to Jen Rogers:
windword@sailbcyc.org

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727-321-7295

Mailing address for ALL payments by check:
Boca Ciega Yacht Club
PO Box 530848 | St. Petersburg FL 33747

Commodore's Corner

Submitted by Cathy Talisman, 2020 BCYC Commodore

Hello Everyone,

Hoping that all is well for everybody. At the end of the last general meeting, Tony, our flag officer, presented all the flags he had been busy drawing for the last few months. That was fun! I got one for fowling a marker during a race. However, I was on the safety boat during one of the Rhumb Runners Spring race and one of the mark wrapped itself around the prop. Roger had a hell of a time untangling the mess.

On Saturday, we had a workday. Thanks to everyone who came. Here is your Commodore at work.



At the general meeting on August 21, 2020, the membership discussed the Fall Sail School and voted that it was prudent to cancel it. Monies will be refunded to the students who had applied.

We are in Phase 2. The club is open. Sailing, racing, cruising is open too.

Fall racing started on Sunday 08/13/2020.

Rhumb Runners will start their Fall race series on Sunday 09/13/2020, sailing Sunfish and Capris.

As always remain cautious and vigilant.

Respectfully submitted,

Cathy T, 2020 Commodore



View this newsletter in full color online at www.sailbcyc.org

Esther Brier.....	September 1
Rick Martin.....	September 1
Debbie Vance.....	September 2
Carl Longnecker.....	September 5
Mary Lou Young.....	September 7
Nina Nicholson.....	September 8
Cathy Talisman.....	September 10
Lori Pope.....	September 10
Garth Reynolds.....	September 12
Nils Mantzoros.....	September 13
Linda Maloy	September 14

September Birthdays

Lisa Glaser	September 16
Stacey Purcell	September 16
Dale George.....	September 18
Mixer O'Keefe	September 18
Cody Deuter	September 19
Kristin Ruzinok.....	September 19
Barbara Downward.....	September 20
Sharlene Turner.....	September 20
Gail Heil	September 21
Keren Sharlow.....	September 24
John Bentley.....	September 28
Braden Everly	September 28
Steve Honour	September 28
Sue Smith	September 28
Juli Jacoby.....	September 29
Jim Bartlett.....	September 30
Scott Sharlow.....	September 30
Debra Upson	September 30

Are we missing your birthday?

Please edit your member information in Wild Apricot.

BCYC Merchandise for Sale

Support BCYC and Look Good Too!



Our display case at the club gives you a sampling of items from our ever-changing inventory. They are available for purchase at monthly club meetings and at some work days and club events.

Please email Beth Berkobein at merchandising@sailbcyc.org, and she will try to accommodate your schedule within reason.

We accept cash or checks only. Checks to be made payable to BCYC. Thank you and smooth sailing!

BCYC gear goes everywhere! Send us a photo of you wearing BCYC gear on your travels and we will feature it here.

Okay, so no one's going anywhere. How about some staycation photos with BCYC gear?



Chef Jimmy Meyer stylin' his BCYC apron and his new birthday grill.

View this newsletter in full color online at www.sailbcyc.org

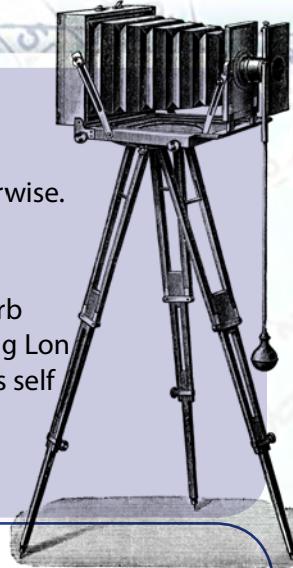


Thanks to Our Photographers!

The most popular part of the Windword each month is the club photos, candid and otherwise. We want to thank all of you shutterbugs out there who send us such great material. This newsletter wouldn't be the same without you.

This month's contributors are: Susan McQuillan, Gary & Kathy Rhoads, Cathy Talisman, Barb Meyer, Matt Maloy, Cheri Glaser, Tina Sendovich & Mike Hendry, Mike & Leslie Cook, Phong Lon & Asa Folsom, Elizabeth Hendricks, Jen Rogers, Tony Angel and Stephen & Chena Wattay's self portrait.

Thanks to you all!



Free Marine Classifieds

Do you have any marine related items you want to purchase, trade or sell? Take a step up from the club bulletin board. Email windword@sailbcyc.org

SAILS FOR SALE: Catalina 355 sails. 2013 made by Doyle. 135% jib with blue UV cover \$150. Roller main with vertical battens \$100. Both come with sail bags. Ken Shur, cell: 727-460-8837, ken.shur@icloud.com

FOR SALE: 96 Proline 20' DC - Merc 150. Runs great. Alum TRLR, SS disc brakes. Lots of extras, Turnkey - have fun tomorrow. Rock solid boat. No wood floors, stringers or transom. All composite - will never rot. Bimini, Cushions, Swim ladder, Kicker Bracket. \$7900 Steve Honour at Shrewd199@ProtonMail.com

FOR SALE: Cal 34 1970. DSL runs fine. Custom stern drop-door swim ladder. Recent interior. One owner 21 years -well cared for. Lots of upgrades, Beautiful boat, very nice, \$14K Steve Honour at Shrewd199@ProtonMail.com. Slip avail BCYC.

FOR SALE: Mystic; 1971 Morgan 27'. Boat is in great shape for its age! Electric start outboard (Mercury 9.9). Many Sails and lots of extras included. Asking 3600.00 OBO. Will consider all reasonable offers! See Mystic in the BCYC basin, slip B22. Contact: Denis Sousa at denis.m.sousa@outlook.com or 305-900-8524 Greg Sousa at ggregkeywest@gmail.com or 305-923-9183

FOR SALE: Irwin 33; Built 1975; I have owned since 1980; can sleep 4 comfortably; berths for 7 very friendly people! Complete boat, dink, TV, antennae, DVD, galley with 2 burner alcohol stove (pots, pans, plates, towels, even tooth brushes!). Rebuilt Atomic Four engine, life jackets, wet suit, VHF and hand-held radio, hand-held GPS, whisker pole, stainless steel charcoal grill. Asking \$8,500.00. Michael Collins, cell: 813-230-0578; michaelpcollins44@gmail.com

BCYC Web Site
www.sailbcyc.org

Be sure to check our web site regularly to sign up for events; for What's Trending Now and calendar updates, weather and tide links, full-color Windword online, Wild Apricot membership features and more.

Advertising Rates

Business Card Ad	Quarter Page Ad	Half Page Ad	Full Page Ad
One Month.....\$15	One Month.....\$30	One Month.....\$45	One Month.....\$60
Three Months.....\$30	Three Months.....\$60	Three Months.....\$100	Three Months.....\$120
Six Months\$50	Six Months\$100	Six Months\$150	Six Months\$200
One Year.....\$75	One Year.....\$150	One Year.....\$250	One Year.....\$300

Submit payment to: BCYC Treasurer, PO Box 530848, St Petersburg, FL 33747

Checks made payable to: BCYC

Questions or ad specs: Call Lee Nell at 215-518-7671 or email advertising@sailbcyc.org

Submit artwork (PDF preferred) to: Jennifer Rogers, windword@sailbcyc.org



TAMPA BAY

Note: for the safety of everyone, non-waterfront scheduled activities and club functions will be cancelled until further notice.

Some meetings will be held virtually and registration will be required. Please check web site calendar for updates and conditions.

Sunday

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

September 2020

		1 6:30 PM September Sunset/Full Moon Sail Out	2	3	4	5 Cruise to the Club at Treasure Island
6 Cruise to the Club at Treasure Island	7 Virtual Board Meeting 7:00 pm	8	9	10	11	12
13 2020 Rhumb Runners Fall Race Series 9 am	14	15	16	17	18 Virtual General Membership Meeting 7:00 PM	19
20 2020 PHRF Racing Series TBA	21	22	23 Windword Deadline	24	25	26
27 2020 Rhumb Runners Fall Race Series 9 am	28	29	30			

Sunday

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

October 2020

				1 6:30 PM October Sun- set/Full Moon Sail Out	2	3 Cruise TBD
4 Cruise TBD	5 Virtual Board Meeting 7:00 pm	6	7	8	9	10
11 2020 Rhumb Runners Fall Race Series 9 am	12	13	14	15	16 Virtual General Membership Meeting 7:00 PM	17
18 2020 PHRF Racing Series TBA	19	20	21 Windword Deadline	22	23	24
25 2020 Rhumb Runners Fall Race Series 9 am	26	27	28	29	30	31

To avoid scheduling conflicts, please contact Secretary Lisa Glaser for calendar updates. Email: secretary@sailbcyc.org



Welcome!

August Provisional Members

Cody & Kristi Deuter
Tampa, FL 33616
Boat: None
BCYC Mentor: Mike Cook

Bruce & Janet Kreutzer
Palm Harbor, FL 34683
Boat: in the process of buying one.
BCYC Mentors: Ken and Paula Shur

We need your photo!
Please send to windword@sailbcyc.org and we will print it in the October issue.
Thanks!

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Thanks!

Never too late: photos from our July new members

Stephen & Chena Wattay
Gulfport, FL
Boat: Grady White 24'



We still need photos from July new members David & Kristina Bowles, Bill & Karen Dunlap, Dairo Negrini, Justin & Kristin Ruzinok, and John & Cindy Weber.

We want to meet you!



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Don't Get Stuck

Submitted by Phong Long and Asa Folsom, aboard *Petrichor* at Boot Key

Almost a year ago in November 2019, we sailed *Petrichor* down the ICW heading for Boot Key Harbor, Marathon. We had scouted it out a few months earlier in May and really enjoyed the community and culture. We made great connections with many of the folks crazy enough to live here year-round. When it was time for us to head back north to Gulfport, we vowed to return and make Boot Key Harbor our new base of operations.

The sail down this time around wasn't as leisurely and timeless as our prior trip down last summer; we spent a horrible night at anchor in a washing machine outside the Venice inlet; red tide was all too present in the anchorages south of Boca Grande that we had previously visited; we got caught in another squall off of the Cape Romano Shoals while listening to the ghostly radio chatter between a vessel in distress and BoatUS. Not to mention navigating a minefield of crab and lobster traps at night. Sighting the hump in the 7-mile bridge as morning broke was a welcome sight. We arrived Sunday, November 3, 2019.

Boot Key Harbor welcomed us with open arms into its thriving community of cruisers and liveabards; and it's been one of the best decisions we've made to date. The collective knowledge and spirit of generosity of the sailors here makes this marina a wonderful place to live and learn. Weekly pot lucks, our first cruiser Thanksgiving and Christmas, invites on to other boats for dinner, making dinner for friends whom we believe we'll stay in contact for years to come.

We put on the Third Annual Boot Key Harbor Umbrella Regatta - a dinghy race powered by umbrellas. We started attending seminars on cruising the Bahamas and Caribbean put on by veteran sailors who have been visiting there for years. We finally paid off our boat loan!

We were warned that the harbor "had a sticky bottom", but didn't really appreciate what it meant. We've heard of and befriended sailors who had initially planned to stay for a few days or weeks, only to find themselves on a mooring years later for one reason or another. Boot Key Harbor was slowly digging its hooks into us and for the most part, we were blissfully unaware amidst the experience of it all.

Then Covid-19 hit and all of the above vanished overnight. We experienced the other side of the coin—spending weeks on end quarantined aboard *Petrichor*. Looking back, maybe it was a good thing.

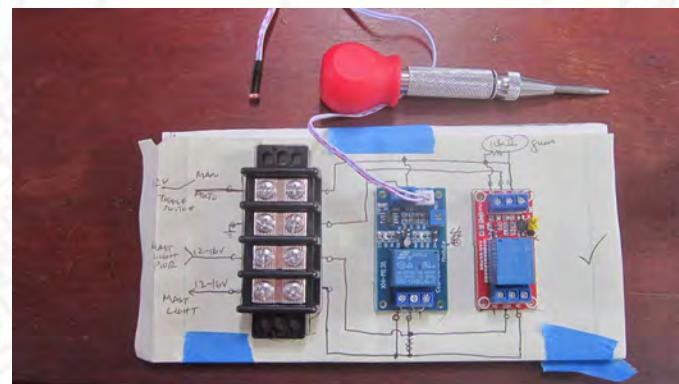
So, on the advice and encouragement of many of our BCYC mentors and boat parents as well as fellow cruisers we've met, we began laying out plans to continue sailing on, scrape the stickiness off *Petrichor*'s bottom, and attempt to avoid getting stuck.



We're both working to fill the cruising kitty and continuing with our list of boat projects while taking the time to smell the occasional rose in places like Bahia Honda State Park and the Crane Point Hammock.

We've started rebedding our hatches with through bolts and compression seals to keep the leaks out, having discovered that hatch sealants only really last about a year or so in the very strong UV here.

Phong added a sensor and switch to automatically turn on our anchor light at night. Asa finished an awning to keep the cabin temperature at tolerable levels on those



hot, windless days. Phong fixed up a used 2000 watt Honda generator that allows us to use the air condition-

Don't Get Stuck, continued next page >>

Don't Get Stuck, continued from previous page

er that Nina so wisely advised Phong not to remove. A gallon of gas gives us four hours of bliss in the 70's — perfect while we have dinner and get ready for bed.



We've continued the hydroponic herb garden we started in early February, albeit scaled back. We originally grew multiple varieties of lettuce, kale, basil, cilantro, green onions—even catnip and wheat grass for

Ryo-Ohki. We're discovering the need to balance our water consumption and the space the plants take up. We've decided to focus on a single lettuce and an herb or two.

In a previous article, we discussed a data-based provisioning system we're developing.

We're happy to report that we've managed to keep our monthly food budget under the \$200 limit we set for ourselves. Because the food we purchase is based on recipes we plan for the month, we've been able to all but eliminate food waste.

As we're writing this article, tropical storm Laura is approaching the keys and we're hunkered down on



Petrichor. We are using this storm as training wheels to practice reading weather reports and dealing with a hurricane while being full-time liveabards in remote places. If we're serious about sailing in the tropics, we need to familiarize ourselves with a plan to keep ourselves and Petrichor safe.



We've set a timeframe for sailing out of here to the next place. We had originally planned to cruise the Bahamas late 2020/early 2021, but the patchwork of changing restrictions and requirements complicates the logistics beyond simply waiting for a good weather window and means we should have a few alternatives in mind if we find ourselves facing the possibility of long quarantines or getting turned away. We're realizing there are so many places to explore in the Keys outside of our little bubble in Marathon — if we can't enter foreign countries, maybe Key West or Key Largo will be our next destination?



The Repowering of Sanity Clause: Part One

Submitted by Don and Jen Rogers

2019 was not a kind year to our 1984 Hunter, Sanity Clause. There were aborted cruises, canceled cruises, delayed cruises, towed-back-to-the-dock cruises and stuck-at-the-dock days where repair times were the only times we spent on the boat. It all culminated on the night of the 2020 March Full moon cruise when we finally got out to the Gulf with a boatful of friends, only to blow an oil line all over the engine compartment on the way home. We got to meet "The other Jason" at Towboat US.

Things were getting serious. Getting parts for a 35-year-old engine was proving to be problematic, and there weren't enough Band-Aids for all the boo-boos we had to fix. We needed to repower.

We found a low-hour 3QM30 engine on Ebay out in Texas. So on just before dawn on April 13th, in the midst of the CoVid crisis, Don and his brother Jim set off in Jim's motor home to go check it out. What's a 1,100 mile drive when you need to verify an Ebay purchase? The brothers figured the motor home would be CoVid safe since it would let them avoid stopping for anything but fuel. They towed a U-Haul trailer containing wood and tools for making an engine mount, just in case the Texas engine was good. They made it to Weatherford ,TX by 11:30 pm - a 17 hour jaunt. They met with John Williams at 7:00 the next morning, and it turned out the engine was just what we needed. So Don made an engine mount and they loaded her up and headed back to St Pete.



Getting the new engine to our house was easy. The BCYC hoist made short work of transferring the new engine from the U-Haul trailer to Don's work trailer.



Then at home, an engine hoist borrowed from Lloyd Mason (thanks Lloyd!) transferred it from the trailer to a wooden stand in the back yard. Now to get the old engine out of Sanity Clause.

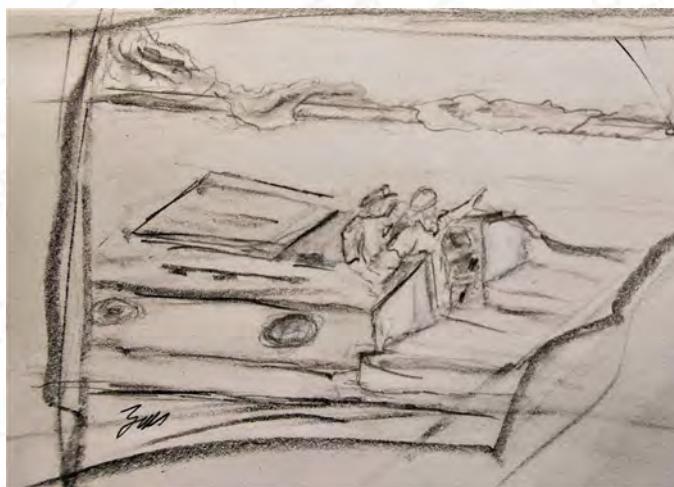
We considered using the hoist at the club again. But we draw 5+ feet, and the hoist dock is, let's say, tide-dependant. Using the hoist would have also entailed several trips across Boca Ciega Bay from Pasadena Isle, where our boat is berthed behind Jim's house. There was a lot of prep work to be done between removing the old engine and installing the new one. So at least two of those one-way trips would have been without an engine. Not ideal.

But then Don got **An Idea** and came up with **A Plan**. He went out back and rummaged through his boxes of Essential Stuff in one of his sheds, and pulled a huge block and tackle out of one of the boxes like a magician pulling a rabbit out of a hat. Presto! Of course he had just the tool for the job. Why wouldn't he? (This is why we

Repowering, continued page 16 >>

The Night the Sky Fell: Sailing HideAway

Submitted by Matt Maloy – Earwitness and Illustrator



Two very friendly sailors can stand in HideAway's companion way. The height of the house protects all but head and shoulders from the November night, heavy with cold. A fresh breeze off the Gulf of Mexico rippled the dark water. There was no moon. Unusually bright stars were in magnificent view. Only the horizon was missing.

The HideAways were alone in their favorite gunkhole south of Sand Key.

"Kinda reminds me of Kansas – Up on that hill, overlooking an open field...A late summer night" – Remember?"

"But the moon was full, the air was warm, we had a blanket, and the stars were brighter –It was wonderful"

"Just wait for THIS show to start"

"When?"

"About one AM"

"Ha!"

"They'll be faster than speeding bullets, more powerful than loaded trains and able to leap small sailboats in a single bound" I fervently hoped.

"Ha!"

Let The Show Begin!

Four billion years ago a mass of primordial material two miles long had ambitions of becoming a planet. It is still wandering the universe collecting things from which stars are made and, unlike most of us, shedding the un-needed stuff.

First discovered in 902 AD, the comet was often found and lost much like a tourist from a tundra state. Found again in 1366 and 1699, named Tempel-Tuttle in 1865-66, found again in 1965, and finally 1997.

As the comet comes closer to the earth, tiny bits of space dust are blown off like parts from my old pickup. These we know as meteors, shooting stars, or a left front turn signal cover.

In 1833, as now, you could occasionally see a shooting star and make a wish, but nothing could prepare you for events to come that night. In a time when light was made only by the sun, moon or fire, this night the sky blazed with streaks of light so bright they woke you from a deep sleep. Standing on your porch, you realize there is a point when an event changes from being interesting to becoming a potential disaster over which you have no control. Are the meteors just flying by or does the world end tonight? No one knew, and even if they did the telephone, television or radio had not been invented yet to assure you everything is going to be alright as thousands upon thousands of meteors rocketed across the night sky.

Nice show – OK, Turn It Off....Now...OK?....

One hundred and eight seven years later they started coming a few at a time, building suddenly to hundreds, then hundreds upon hundreds, with no let up for hours.

Huddled in HideAways companion way, we watched in wonder as the meteors came east of north – bow to stern a mere 87 miles above the earth and flying 160,000 mph. Without a horizon the larger meteors seemed on course to collide with the Gulf of Mexico, or perhaps, us.

I was beginning to realize my importance in the universe was smaller than a grain of sand blown off the tail of a lost comet. After some time, and this will read a bit strange; I could sense a meteor coming. Not quite a

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An illustration of a blue sailboat with a white sail, positioned on stylized, wavy blue lines representing water. The boat has a multi-tiered deck and a mast.

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sound, more than a feeling, I could point out the larger ones before they arrived.

A conundrum; if light is faster than sound, how could I "hear" a meteor before it could be seen?

When you are anchored some distance from reality, far from rescue or comfort or real understanding of what is happening, the thought that we aren't invincible gnaws on the edge of confidence. I remained silent as a Leonid meteor all these years.

The Party Appeared

Meanwhile, on distant Shell Key beach, by Pass A Grille channel, a huge bonfire raged. Silhouetted dancers, who looked like cave drawings of semi-alien space beings come to life, silently twisting and leaping and twirling with moves that seemed not of this earth.



Our world had been condensed to thousands of flying space ships and a group of interstellar cave aliens wildly gyrating around a huge fire on a sand bar in Florida.

We were caught up in a late night space horror movie – Not unlike today's Covid situation.

The Morning After

Sleepy from waiting for oblivion and thankful the sky did not fall, the partially awake HideAways ran aground next to a beach covered with party remains and left over space cadets.

Of the pile of exhausted dancers, one bone thin survivor rose, cursing the dumb sailors as he waded with unprotected feet, shirtless, into the chest deep Novem-

ber water. Smoke from his cigarette burning his eyes, he winced as he gave our stern a hearty push.

"Are you the dancers we saw last night?"

"Whaaa???" He groaned, "Weren't no dancers 'cause we don't dance"

"By the fire?"

"No fire mon"

I tried to offer thanks, but he had turned towards the beach, flicking his cigarette away as he walked, still laughing at the dumb sailors, he retreated to the warmth of the herd.

We caught a fast tide from Pass a Grille channel doing 5kn under bare poles, a befuddled Captain at the tiller, bound for the next opening of Structure C.

This Just In

Recently, scientists discovered meteors release Very Low Frequency radiation (VLF). Radio waves that may have been heard, or in my case, felt, by hundreds of "Earwitnesses" over the centuries.

Studies have shown that aluminum foil, plant foliage, pine needles, thin wires, dry frizzy hair and especially, wire rimmed glasses can become an antenna.

I have a vision of a frizzy haired space scientist laying in the grass at night on a hill in Kansas. He has taken off his hat and laid it beside the foil wrapped remains of supper that he had dropped on pine needles imported from Colorado for my vision. After cleaning and re-installing his wire rim glasses he hears a strange sound. He spies a light in the night sky. He has discovered Electrophonics.

This is important because I was wearing wire rimmed glasses the night of the space alien cave dancers. That is why I could feel/hear the meteors before they passed over. (I hope) Further studies proved meteors and comets have all the building blocks of life on earth. Proving what my generation already knew.

We are Star Dust.

Leonid meteor shower 2020 dates

November 16-17- 77 degrees at 25 degrees altitude – 15 per hour predicted– excellent viewing expected– no moon. Next major 2031.

Bring your own frizzy hair.

SMALL BOATS ROCK!

Cruising September 2020

Submitted by 'Cruisin' Susan McQuillan

Saturday, August 1st, our monthly Club Cruise was to The Harborage in St. Pete. We had 3 boats cruise over and 12 land cruisers. There was a storm brewing on the East Coast, but we had a good cruise over and back...no rain to deal with and seas were very calm. We enjoyed barbecue ribs and chicken, compliments of BCYC, along with lots of great side dishes and appetizers from everyone. The Harborage has a really nice pool and facilities.

Sunday, August 2nd, was the Sturgeon Full Moon. I only know of one boat that went out. If you went out for this, please let me know, as well as any stowaways. We keep track of all cruises for Cruiser of the Year award.

Tuesday, September 1st, will be the Corn Full Moon with sunset at 7:51pm and moon rising at 7:57pm. Once again, no Skipper's Meeting.

The Club at Treasure Island will be the Club Cruise on September 12th. The pool and tiki bar are open more hours now...Friday thru Sunday...12-6pm. They have a DJ on weekends. Marker 14 Restaurant and Lounge are open Saturday until 9pm and Sunday until 6pm. Saturday is pizza night with homemade crust and toppings of your choice. Many of you have been there and know how great the pool, tiki bar and staff are. We have reciprocity with them through the Yachting Club of America. The price is \$2.50/ft (LOA), plus \$10/30 amp and \$14/50 amp, plus \$10 per day guest fee. The 2nd consecutive night is free. This is a cruise for BCYC boats only.

The TI Dockmaster sent the following reminders...!

- need the LOA of vessel to determine which slips are available to fit each vessel since the slip widths vary
- require copy of declaration page of current boat insurance upon check-in OR email to dockmaster@theclubti.com (the boat length shown on insurance will be used for the per foot dockage charge)
- require membership card/number upon check-in
- when 5-10 min from the harbor, hail on VHF channel 16 (upon acknowledgement switch to working channel 68)
- all dock lines must be attached to boat before entry into slip

Please let me know if you plan to go Friday/Saturday or Saturday/Sunday. Also, if you plan to eat dinner at either the tiki bar or restaurant, for each night, as they put their food order in a few days in advance. If you do not have your reciprocity card, let me know as you will need it.

Deadline to register is Tuesday, September 8th.



TAMPA BAY



TAMPA BAY



A Grenadine Honeymoon (continued...)

Submitted by Gary and Kathy Rhoads

Bonus Chapter

After returning to Tampa, we still had the itch to get out on a boat to use the skills we had learned while sailing the Caribbean. We had not ever completed an overnight sail on Seafari, our humble



Island Packet 31. So, we decided over the fourth of July weekend to make the trek to Manasota Key / Englewood Beach completing an overnighter on the way down and the way back.

We pulled out of the Pasadena Marina at 5PM on the evening of July 2nd with the goal to get across the Egmont shipping channel before dark. Gary had recently installed an AIS send and receive device on the boat to track commercial ships on our chart plotter, but we are always still concerned about big ships in the channel.

Things were slow going at first as the current was pushing against us and it took a while to get our sails up and trimmed correctly as we were "out of practice" on Seafari. But we achieved our mission and safely passed the channel without incident. From there, we shut the engine off and enjoyed the peaceful sail Southward.

The seas were about 2' and the wind was variable between 8 – 15. We still averaged about 4.5 knots under sail alone in the somewhat lighter winds. We had decided to take 2 hour shifts throughout the night, with one napping in the cockpit while the other sails and keeps watch. The thinking was that if the person taking a nap was needed for anything, they could be quickly aroused and ready to jump in to assist.

During our first "nap" turn, neither of us could sleep much, but by the time the second one rolled around, we were tired enough to "crash". The biggest issue is that our external autohelm motor is loud enough to

awaken the dead. So, the person on watch tried to hand steer as much as possible so the other could sleep.

We made the decision before leaving the dock, that we would sail all the way down in the Gulf (as opposed to the intercoastal waterway) and go in at Stump Pass. Most sailors that know the area will tell you to NOT take a sailboat in or out of Stump Pass due to shoaling. But we had successfully navigated this pass in the fall of 2018 and had track marks on our chart plotter that would show us the way. Or, so we thought! More on that later...

We arrived at the mouth of Stump Pass at about 7AM and decided to drop the sails. The mainsail went down without an issue. However, the headsail halyard was not fully up and when we went to furl it in, the halyard snapped, sending the headsail down the forestay. We were able to get it wrapped up good enough for the time being, but it was something we would need to attend to before sailing home.

We had no issues getting in Stump and headed up the intercoastal a few miles to Chadwick Cove marina, which is right next to the famous White Elephant Pub. After making a call to the dockmaster, he met us at the dock. There was apparently a disconnect on what slip we were to take as we motored right past him, which



The group of liveaboards at Chadwick Cove are a friendly bunch! Several of them helped us dock, then

quickly invited us to happy hour later that evening. They are like a big family at the marina, pitching in to cook and eat together on a nightly basis. Like most folks, they are rather opinionated about the state of affairs the country is currently facing, but it was great friendly conversation.

After sleeping for a while in the morning, we decided to walk around the small town to see what hidden treasures we could find. Of course, we had to check out



the White Elephant, but the highlight of the night was the seafood dinner at The Waverly Restaurant and Bar. It overlooks Englewood beach and has fantastic food.

Saturday was July 4th. After spending the afternoon at the beach, we decided to hang out with the live-aboards at the marina for the evening. They invited us to join in on their evening feast of grilled burgers, hot dogs, stuffed peppers, etc... and of course we had to bring our drink of choice. Once darkness fell, everyone headed to the beach to light fireworks. There were hundreds of people out there lighting off rockets, roman candles and mortars. We were so close to the "action" that bits of burned up material would shower down on us. It was definitely a different way to spend the 4th! We really enjoyed spending time with this group and want to return someday to see our new-found friends.

Sunday came and it was time to prepare to set sail back home, but the headsail still needed to be dealt with. Seafari does not have a spare halyard for the headsail, so there was not much that could be done to get that in working order. Fortunately, she is a cutter rig so the

Staysail can be used as a small version of the Genoa headsail. We would not get as much power, but at least it would help somewhat.

We had planned to leave by 3PM, but the dockmaster needed our slip at 1. So, we promptly headed out a few minutes before 1PM. Again, we had plenty of assistance getting out of the slip as Seafari just does not turn well in small spaces being a full keel heavy boat.

Now back to Stump Pass... The tide was supposedly higher than when we came in, so the way out should have been easy, right? Well, not so much. We stayed right on our chart plotter track, but sure enough suddenly WHAM, we hit bottom. Gary quickly reached over and jammed the transmission in reverse. WHAM, we hit bottom a second time, but the boat did slowly start to move and back off of the sandbar we hit. We were shaken up, but the boat seemed to be fine. Now, how to get out without hitting again? Fortunately, a local sailor was coming out of the pass in his dinghy.

Gary yelled to him asking how we can safely navigate this treacherous situation? He was happy to help and told us to follow him. He took us extremely close to the beach, but it worked, and we were free once again!

The trek home was much more stormy and rough than the trip down. Seas were 3' and we had to constantly dodge storms. Since the Genoa was out of commission, we mainly motor sailed... adding some engine power when we needed to get ahead of a storm cell and taking some away when we wanted to let one pass in front of us. We were not so lucky with one particular cell as it blindsided us and rounded us up directly into the wind. Gary quickly disengaged the autohelm and allowed the boat to go on up into the wind to depower the sails as it rose from 14 to 28 in just a few seconds. It only lasted for a couple of minutes, but it was a little scary in the moment. Once the winds died back down, we fell off of the wind and started sailing again.

We sailed up Pass-a-Grille in complete darkness at approximately 2AM and decided to anchor for the night instead of awaking all the liveaboards in our marina. So, we slept in a little, enjoyed a peaceful morning at anchor and docked in our slip by 10AM.

A successful and fun trip all around. It is true what they say... Sailing is an occasional 5 minutes of sheer terror, followed by hours pure heaven!

Repowering, continued from page 9



have three sheds full of Essential Stuff in the backyard.)

So we loaded Lloyd's hoist, the block and tackle, and a very (in Jen's opinion) questionable dock cart into the trailer and headed over to the boat.

So...block and tackle on the main halyard hanging down the companionway. A preventer hooked to the same halyard and the backstay as a horizontal control. Haul her up to the deck. No problem! (A five hundred pound motor sitting on the rail will really make you heel. Talk about your rail meat.) A second preventer and a come-along hooked to the boat lift on the other side of the dock served to move the engine off the boat and onto the dock. Easy peasey.

They set the **500-pound** engine on the (in Jen's opinion) tippy, rickety dock cart and rolled it down the dock. Did I mention it weighs 500 pounds? Then, with the help of neighbor Marshall, around the uneven pool deck, down onto the side walkway, and to the driveway in front of the house. (Jen finally breathes out.) Then up in the trailer and home. One down.

So now we had two engines in the back yard, plenty of access to the previously jammed engine compartment, and plenty of time for plans, schemes and ideas. Let the games begin!

Stay tuned for part 2 in the October Windword.

The old engine.



Our July Cruise to Twin Dolphin Marina

Submitted by Elizabeth Hendricks

I crewed on Mike Pilert's 36 Catalina Sloop, Spindrift, with my friend, Ana Arellano. It was an extremely hot and humid weekend. I had just purchased a Domenic 7000 Carry-on AC unit for my boat but hadn't set it up yet. So I was happy to crew on a boat with AC! Mike arranged for his AC guy to add Freon to his installed AC system the day before departure.

We were blessed with beautiful winds for sailing across Tampa Bay. Mike was happy to give me the helm for half the trip. We really had a nice sail with a variety of



Captain Mike Pilert flanked by crew Elizabeth Hendricks and Ana Arellano

delicious food. The three of us engaged in fun, lively conversation and enjoyed lots of laughter.

The Manatee River is really wide but navigating in the narrow winding channel with a lot of traffic was challenging. The wind was in our favor and we actually passed Journey, Susan and John's trawler on the river! The cruise took us 4.5 hours. Lori and John Russo docked First Draft beside us. All three boats arrived within minutes of each other.

Twin Dolphin marina is located in historic downtown Bradenton. There was a motorcycle parade in front of the Police Station when we docked. We went directly to the pool to cool off and swim laps before it got crowded.

At 6 pm, Mike, Ana and I decided to go for a walk around downtown and along the pier. The ladies wrapped sarongs over their wet bikinis to keep cool. Within 20 minutes we were dry and hopping from shade to shade. There was a huge colorful mural on

one city building painted by school children. When we returned to the marina, we jumped in the pool to cool off. We enjoyed a late dinner of grilled hamburgers and a variety of homemade salads. Everyone swam after dinner. Ana and I went back to the boat at 9 pm to change. I didn't drink any alcohol, as I was just too hot.

Aboard Spindrift, we realized how tired we were and decided to retire early. However, Mike discovered the AC wasn't pumping out cool air. There was a leak. He turned on all the 12 volt fans. Shortly after, the 12 volt system stopped. Mike spent 20 minutes trouble shooting but couldn't fix it. Ana and I realized we would not be able to sleep onboard without AC or a fan. So Ana called her two daughters and asked them to drive down to pick us up. We planned to come back in the morning to sail back.

Mike returned to the boat at 10:30 and was able to fix the 12 volt system. I clipped a fan directly above my pillow and decided I'd be able to handle sleeping onboard. Ana's daughters were on their way, so she left with them. I told her if she had to drive back in the morning and leave her car, I would drive her back to Bradenton after sailing, to retrieve it.

We left the companionway and three hatches open. I checked the radar and did see rain forecast at 4 am. I told Mike I'd close all the hatches. He said he'd wake up and close his hatch in the V berth.

Mike advised me that the middle hatch, over the section where I'd sleep, often leaked when it rained. He left a tarp and bungee cords for me to cover the hatch on the deck, if it should start raining in the middle of the night...

Around 4 am, I felt rain drops! I closed the hatches... including Mike's V Birth. He did not wake up. I brought in all our damp swimsuits and towels that were hung on the life lines and helm. I did not feel like climbing on the deck to bungee the tarp over the hatch in the rain! Instead I lay the tarp on the sectional beside me, directly under the hatch to catch any rain. That worked just fine.

In the morning, Mike and I walked to "Robin's Downtown Café" for a fabulous breakfast. We ordered a Spanish Omelet and Eggs Benedict. We highly recommend this restaurant! Ana's daughter dropped Ana off at the

Our Cruise, continued next page >>

Our Cruise, continued from previous page

marina where she left a case of 24 bottles of water with the front desk manager. That was a smart move, as it was really cold in the office, so our drinking water cooled down. We swam after breakfast and boarded the boat wet.

We were lucky to have nice moderate winds for our return trip. It only took four hours. We watched for

freighters in the shipping channel near the skyway bridge. We saw a freighter in the distance and it got fairly close by the time we crossed.

Upon docking Spindrift, we felt a wall of heat and humidity. Ana and I carried the cooler of ice water onto the dock and took turns pouring it over each other. We screamed with a mix of shock and delight. I think everyone on Pier 3 at the Gulfport Marina heard us!

August Full Moon Cruise

Mike Hendry and Tina Sendovich sailed their Hobie Cat over to Shell Island to enjoy the sunset/moonrise cruise on August 2nd.



August Workday Report

Submitted by Jenn Buckley, Rear Commodore

Thank you to everyone who participated in the "Workday - Covid Style" on Saturday! It was mildly successful but I think it went well enough to try doing this again.

Thank you to the following people for helping out:

Ellen Alexander - cleaned the ladies room

Cathy Talisman - cleaned the fridge & took out the trash

Lisa Glaser - wiped down all the chairs & tables on the patio, swept up

Cheri Glaser - wiped down all the chairs on the patio, cleared all the leaves from the patio, awning area and walkways

Harold Small - weeded the West quadrant of the club-house area & laid down ant killer

Picot & Suzy Floyd - Cleaned up the Birds of Paradise & picked up all the clippings

Mike Cook - took all recycling to county, took trash to curb

Ruth Peterson, John & Katie Meyer - cleaned up/out the pantry

Matt & Linda Maloy - Pulled weeds from patio & in borders around the patio & along sidewalks; trimmed some low hanging branches from the oak

Special Thanks to Tom Buckley for playing Rear Commodore for the day!

But there's more to be done!

For those of you who want to help out, please take a look at the list of tasks and if there's one (or more) that you can do, please let me know.



Tasks that still need to be completed:

Clubhouse - Clean stove & ovens

Clubhouse - Wipe down all counters, sweep up/mop kitchen

Clubhouse - Dust/wipe down all surfaces

Clubhouse - Clean the men's bathroom, mop floor

Clubhouse - Sweep out covered porch

Covered Patio - Weed patio

Covered Patio - Wipe down all surfaces

Patio w/ Awning & Walkways - Weed patio area and walkways

Grounds - North - weed, put down ant killer*

Grounds - Hoist area - put down ant killer*

Grounds - Fire Pit area - weed, put down ant killer*

Grounds - North - weed, put down ant killer*

Grounds - East - weed, put down ant killer*

Grounds - Water plants on the North & West

Grounds - Water plants on the East & Patio

Docks - Dock A - trim mangroves

Docks - Dock B - trim mangroves

Docks - Dock C - trim mangroves

Docks - Dock D - trim mangroves

Dry Slips - Weed, put down ant killer*

To prevent everyone from showing up at once, please let me know which task(s) you'd like to complete and the day/time you're going to be there. That way, I can attempt to avoid large groups of people tripping over each other - Thank you!

Finally, we have a landscaping project - moving the three landscaped sections from the NW corner - that will need a small group to help to coordinate and accomplish all the tasks.

If you're interested, please reach out to Linda Maloy at landscaping@sailbcyc.org.



Rhumb Runner Report

Submitted by Barb Meyer, Rhumb Runner Captain

Here we are in September. Here's hoping we only have one or two months left of oppressive heat.

The Rhumb Runner Advisory Board has met twice over the summer making plans for the upcoming racing season. So ready set go on September 13th! Any club women who might be interested in joining us please contact Paula Shur or myself. We race the Capri's, Sunfish or prams if there is enough interest. If you like to learn about being on a Race Committee we can teach you that too.

RR's race the second and fourth Sunday of the month with the first starting signal at 11:00AM.

A protocol has been sent to the RR members for sailing safe with COVID-19. Social distancing, masks/buffs and temperature checks are apart of it. There will be no skipper's or follow up meetings.

Speaking of meetings, there are no RR general meetings until further notice. All communication and updates are done by e-mail.



Gulfport Self-Serve Boat Cleaning

Mike Cook immerses himself in the job with his new Catalina, Blue Heron.

Stay there, Mike, we'll be right over!

The AB will continue to have Zoom meetings. If you are interested in joining the meeting let me know so I can send you an invite. Dates are to be announced.

The Florida Women's Sailing Association has had challenges too. There has been a lot of Zooming going on! In spite of some hurdles most groups are having interclubs this year. In some cases Rhumb Runners may have to wait to see if there are prams available. This is because we don't offer pram racing at our interclub.

Unfortunately we've had to cancel our portion of the FWSA Dave Perry program that was to be held on January 19th, 2021. It is uncertain, but FWSA may postpone the entire week of programs and replace it with webinars.

Our RR Social Event Chair Lisa Glaser is looking into things we can do at a distance. More kayaking may be in our future.

Until we meet again to drink adult beverages, hug, breathe on each other, and enjoy sitting by the fire, stay safe and healthy!

Sail fast live slow and never be afraid to get your butts wet!

Editor's Note:



Apropos of nothing, and for the bored and the trivia fans, this is the 120th issue of the Windword I have edited.
(Yes, you mathematicians, that's 10 years.)

Whee!

JR



TAMPA BAY

From the Desk of Your Flag Officer

Submitted by Tony Angel

Last month **Don and Jen Rogers** untied **SANITY CLAUSE** to head out on a moonlight cruise. When they reached the bay, the moon slipped behind a big cloud bank and the engine ruptured its oil line.

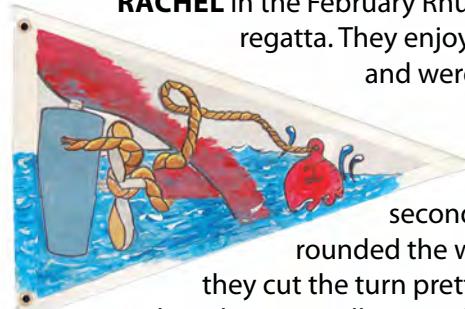
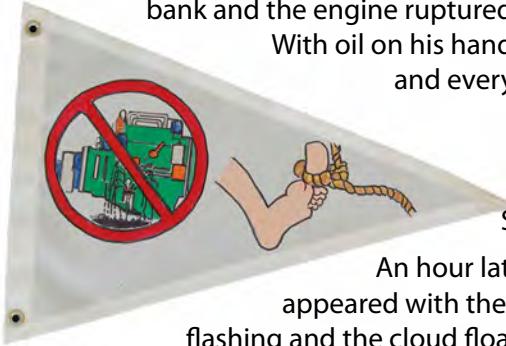
With oil on his hands, his shirt, and every inch of the bilge Don asked Jen to call Sea-Tow.

An hour later Sea-Tow appeared with the yellow light flashing and the cloud floated off a beautiful full moon. The "Oil Geiser" flag goes to the Rogers and we understand Sanity Clause is getting a new engine.

Our Commodore, **Cathy Talisman** entered **THE RACHEL** in the February Rhumb Runners regatta. They enjoyed a good start and were feeling pretty frisky about their position in the second race. As they rounded the windward mark they cut the turn pretty tight. Whoops —when the prop collects a 3/4 inch anchor line and a floating mark your position in the race drops quickly. The "Anchor-wrapper" flag goes to our Commodore.

Mixer O'Keefe spent 3 weeks working to rewire the mast on **SEAGAL**. With help from Richard, Joel and others he then raised the spar on the crane and stepped it onto the boat, buckling the shrouds in place and then motored the boat back to its slip.

A week later Captain O'Keefe decided to replace the fore-stay turnbuckle. He loosened



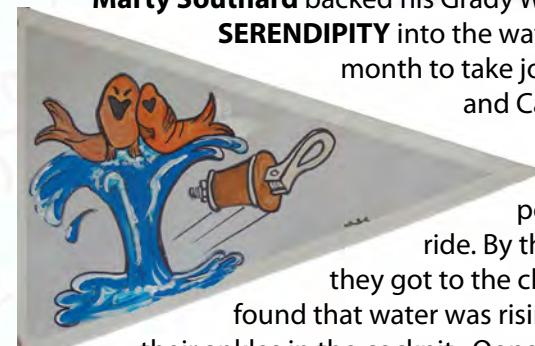
the fore-stay and roller rig as a gust of wind came thru the basin.

Oops, Oh Shit, Noooo! The mast and its rig took flight across the Bimini, across B-dock, and across Frank Downward's STARDUST.

Captain O'Keefe doesn't get many flags but when he does they're never for something simple.

Marty Southard backed his Grady White

SERENDIPITY into the water last month to take John, Suzanne and Carol out for a nice



powerboat ride. By the time they got to the channel, they found that water was rising up to their ankles in the cockpit. Oops, someone forgot to plug the hole in the transom.

Scott and Keren Sharlow slipped the lines on their

42 ft Hunter Passage **ROY LAGRANDE** and headed out to Treasure Island

on the club cruise. On the way they noticed a very "Heady" smell down below, so they mostly stayed in the cockpit. Scott promised Keren that he would empty the black-water tank when they got to T.I. Well good intentions don't pump out the potty and Treasure Island pump-out wasn't working.

After dinner with the other cruisers the Sharlows found the stinky boat too much to deal with and they went home to spend the night.

The "Stinky Boat" flag is a gentle reminder to pump out before you leave or sail out three miles on your Cruise.

TAMPA BAY

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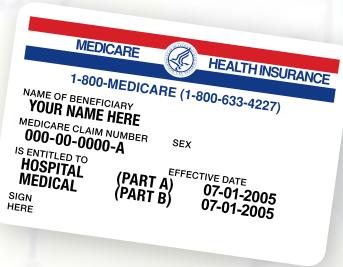


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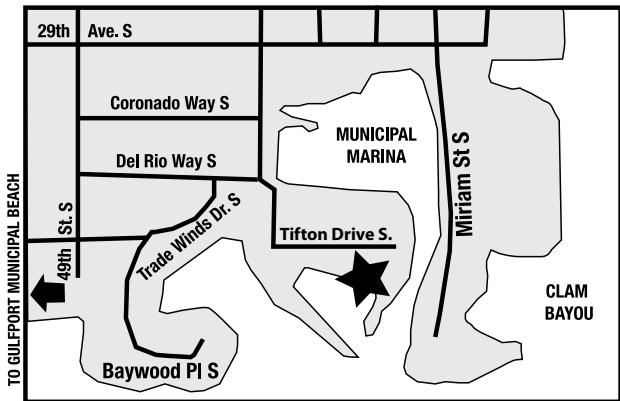
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The Third Annual Boot Key Harbor Rumbrella Regatta



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