



**Volume XXVIII      Number 6      June 2016**

**Sailing Singles of South Florida**

**[HTTP://SAILINGSINGLES.ORG](http://SAILINGSINGLES.ORG)**



**Up Coming  
Events**

**General Meeting**

**2 June**

**Hurricane Season starts**

**1 June**

**Beer Can Race**

**19 June**



### **Hospice Race**

Editor's note: Capt. Jim McBrayer entered his sailing vessel "Escape" in the 2016 Hospice Regatta representing SSSF. Here is his report:

**Photos by Karen Foster**

A skipper's meeting was held on Friday night where we received the race course instructions. Escape was the only boat representing SSSF. We had a valiant volunteer crew of five including SSSF members Karen Foster, Pam Heart, Patrick O'Brian, and myself.

Arriving at the starting line 2 1/2 miles N of Port Everglades about 15 min before our staggered start time at 11:09am, we began jockeying for position. We were off to a good start on the 2 mile upwind leg with the 135% Genoa sheeted in hard. Patrick had the most racing experience and making great calls on when to tack.

We were ahead of at least 4 or 5 boats out of 20 when we made the turn around the marker for the long downwind leg. We tried wing on wing and everything else, but even with Patrick poling out the Genny with a boat hook, we lost ground to lighter, faster boats.

All in all, it was a great day on the water. We started with light winds from the SE and ended with 25+ kts of winds with heeling the boat over hard as we crossed for a photo finish. Last but not least, we probably had more fun and better eats than a barrel of monkeys.

We ended the sail with more libations and laughs at my slip at Royale Palm Yacht Basin. Then it was off to the well attended Hospice Dinner, Auction, and Celebration at the Coral Ridge Yacht Club. Our many thanks to all those who helped make the event and fundraising for hospice a great success!

## Sailing Singles of South Florida

### A Bar Story Saved My Boat

by Dick Linehan

In 1995, I was working as a charter boat captain and sailing instructor. I was in a bar in Sint Maarten (the Dutch side of St. Martin). I heard two sailors describing how they were making a boat delivery. They got caught at night on the open

ocean in a storm. The vessel was taking on water and was over the cabin floor. One man tasted the water to see if a fresh water tank was leaking. It was SALT water. This meant that the boat was taking on sea water. They started inspecting thru hull hardware for leaks. But, because the water was so deep and it was night, they could not find the source. Consequently, the boat sank and they had to be rescued.

I remembered the part of the story of tasting the water!!!

In September, Hurricane Luis, a category 4 hurricane, was predicted to pass right over Sint Maarten. As soon as I heard the prediction, I proceeded to a fuel dock and took on diesel and water. I also bought food supplies including frozen food to fill my freezer.

Then I got underway due south. There was no wind (the calm before the storm). I was forced to run the diesel at a high cruising RPM.

The Enterprise was a Catalina 42 sailboat that has a walk through transom with a "sugar scoop" stern. On the end of the sugar scoop is a small section of deck used as a swim platform. Underneath this deck is the engine exhaust and the primary bilge pump exit. When under sail, the yacht will heel and the exhaust and bilge exit is above the water line but under power at high speeds, the stern wave floods over the swim platform.

Taking passengers for a week sailing instruction, I had added extra water tanks. One tank was a flexible bladder in the bilge. When I filled this bladder, some water would leak into the bilge.

On the first day of running from Luis, under motor, I was off of Saba Island. Suddenly, the bilge alarm sounded. This meant that the primary bilge pump sensed water in the bilge and was pumping it out. I remembered the story in the bar and tasted the water. It was SALT water. This meant that the Enterprise was taking on water.

I had installed a back up bilge pump, so I turned it on. Then I raised a floor board in the main cabin to inspect the bilge pumps in operation. The water level was not going down! Instead, there were air bubbles forming around the primary pump. Strange, I thought.



**A Bar Story Saved My Boat continued on page 3**

## Sailing Singles of South Florida

I started at the bow and worked my way back to the stern, inspecting every through hull fitting. All the fittings were dry. So I turned my attention to the bubbling primary pump. The secondary pump was working and I could see water exiting over the side where I had installed the fitting. Then I noticed that the primary exit was under water at the stern. Quickly, I figured out that water from the fresh water tank spilled out into the bilge. The primary pump pumped it out but the exit was under water. And there was no check valve to stop sea water from being siphoned back into the bilge. So I slowed the boat, the stern came out of the water, the siphon was broken and I continued on my course.

The wind came up and I was able to sail. Later the hurricane overtook the Enterprise and we were in 20 ft. waves with 50 kts of wind. I sailed in the hurricane for two days, all the time listening for the bilge pump alarm.

When I got back to St. Thomas, I told this story. A representative from Catalina Yachts told me that about 10 other Catalina 42s had sunk because of no check valve in the exit plumbing.

### Hurricane Luis Photos





## Sailing Singles of South Florida

### AN INCIDENT ON LAKE BOCA by Rena Mamolou

There I was, enjoying the day while boating on Jay Thompson's yacht, along with fellow boaters, Cheryl, Gabriela, Pat, Stan, Max, and Gabe. We left the Lighthouse Point Marina dock around 1030a and continued down the Intracoastal Waterway through the Hillsboro Inlet and out to the ocean. Everyone was relaxed and feeding our faces with snacks and champagne.

After some time went by, we decided to go back up the Intracoastal, heading north, to see all the opulent homes on the Waterway, then making our way to Lake Boca. Jay anchored, and most of the crew went into the water, holding on to a line that Jay threw out. I was the last one who jumped in. Before I knew it, I was floating further away from the line and from the boat. So, there I was, and there was Max, thank God, who was also away from the line. Max had two 'noodles' and gave me one of them. We were both about 50 feet from the boat, and realized we were caught in the current that was heading toward the ocean. Max stayed a little behind and was urging me to swim toward the boat, but, as much as I tried, I wasn't making any gains. I'm not a strong swimmer. Max stayed slightly behind me and tried to propel me by pushing my foot forward. That helped, and I was making swim strokes, but we still weren't getting back toward the boat. Finally, the others in the water told Jay, who was standing on the back deck, to put out more line out so we could reach it. With more line out, Max and I were able to grab on and pull ourselves back to the boat.

What a lesson! We were exhausted, and if it wasn't for Max, who stayed with me for the whole time, and for the other pals who helped, I might not be writing this. So, what is to be learned from my mistake? First, "Lake" Boca is NOT a lake. It's the Intracoastal, which has a strong current. People jumping in the water should be aware of their capabilities, have a 'buddy' swim nearby, and have life-supporting paraphernalia close by. I'm thankful that the experience ended well, and I'll be grateful to all, especially Max Goldstein, my hero!

Editor's Note: Just like "A Bar Story Saved My Boat" there is a lesson here for all SSSF members. Whenever you are on a boat at anchor and want to go swimming, check the water surface at the stern! If there is water moving as if the vessel was underway, there is a current. Also, in Lake Sylvia, current can appear with the tide. Always have a 50 t. line with a life ring or float trailing the vessel.



## **Sailing Singles of South Florida**

### **From the Helm by Lynette Beal, Commodore**



I hope everyone had a great Memorial Day! Seeing all of the SSSF members in red, white, and blue at last Thursday's Social was indicative of the spirit in our Club!! We look forward to hearing from those captains and crew that went to Pumpkin Key for the Memorial weekend. I'm sure they will have many interesting stories. Stay tuned...

Our Spring SOS was very successful and we had close to 60 members that attended. I would like to thank Vice-Commodore Anne Ekstrom and Terry Patterson for a fantastic job planning and implementing the event! The classes were very interesting and valuable to members based on comments received. The Barbecue at the end of the day was great!! Everyone who wore pink got a prize!! Our Sailing Director Stan Dekiel made sure all who wanted to get on a boat for the Sunday Sail were able to do so. Everyone reported they enjoyed being on the water.

The Hospice Regatta was held in May and I am proud of those SSSF members that supported this sailing event for a very important charity, Hospice of Palm Beach County and Hospice by the Sea. Holly Griffin of SSSF and HISC was on the Planning Committee and did a fantastic job! Ethel Facundo, a past SSSF Commodore (SSSF & HISC) was very involved helping with the event too. The following SSSF members donated Baskets to help raise funds: Lynette Beal, Susan Cohoat, Stan Dekiel, Debi Hallmark of Springboard Holdings, Jean-Marie Gordon, Terry Patterson (SSSF & HISC), Janet Pogozeleski, Arlene Sprenger, Fred Van Everdingen & Becky Austin. Captain Jim McBrayer of the Escape flew his SSSF Pink Flag in the Regatta along with Karen Foster. Congratulations to all of these members who contributed to such a worthy cause.



**The Hospice 2016 Race**

## Sailing Singles of South Florida

### June Birthdays

<b>Marie Alcazar</b>	<b>6/02</b>
<b>Lilian Bracht-Kern</b>	<b>6/02</b>
<b>Jean Crocker-Deering</b>	<b>6/05</b>
<b>Debi Hallmark</b>	<b>6/14</b>
<b>Steve Klvelt</b>	<b>6/23</b>
<b>Deborah Magraw</b>	<b>6/14</b>
<b>Anita Papkov-Bloemker</b>	<b>6/29</b>
<b>Marcus Robertson</b>	<b>6/06</b>
<b>Ilene Rogers</b>	<b>6/07</b>
<b>Arlene Sprenger</b>	<b>6/02</b>



### Last Board Meeting by Dick Linehan - editor

At the last board meeting, I made a motion to insure the safety and security of our members when sailing on sanctioned SSSF sails. My motion stated that all SSSF fleet boats be licensed by the state or US Coast Guard, have personal liability insurance of \$100,000 and \$5,000 medical. Also, sailing vessels must have an operational auxiliary motor.

Debi Hallmark objected to the auxiliary motor requirement because it would exclude Hobie cats from the fleet. I learned how to sail on a 13 ft. day sailor that did not have a weighted keel, just a centerboard. To keep the boat from capsizing, I had to shift my body from one side of the boat to the other. This requires a lot of flexibility and I did not always move fast enough! Consequently, I capsized many times. Fortunately, there was a rescue power boat to lend aid in righting the upside down boat.

Obviously, sailing on a Hobie cat or day sailor on the ocean without a rescue boat standing by, is only for the best sailors who are in great shape.

How do you feel about having day sailor boats as part of the SSSF fleet? Contact me at [xcaptDick@gmail.com](mailto:xcaptDick@gmail.com)

## **Sailing Singles of South Florida**

### **Spring SOS 2016 by Anne Ekstrom**

The spring SOS (Sailing Orientation Session) was held May 21<sup>st</sup> at Lighthouse Point Marina. Fifty-eight members attended. This is a semi-annual event, designed to introduce sailing and club procedures to newbies and to sharpen skills for our more experienced members. Terry Patterson played a major role in working with the marina, coordinating classes and signing people up.



Jim Price also helped out at every stage. Jeanie Marie Gordon fortified us with her deviled eggs.

Classes started at 12 noon. Captain Kelly enlightened us on what the captain expects from his crew. We usually have a boat etiquette class, but this was the first time I can recall that it was taught from the captain's point of view. He reminded us that we are all working crew and not passive guests when we sail with captains from the club. If the captain assigns a task you aren't familiar with, don't be shy. He will train you to do it.

Bob Horin, a former medic, taught us how to handle medical emergencies on board including strokes, heart attacks, and the Heimlich maneuver. Experienced sailor, Jane Houghian, helped us with safety tips at sea. Captain James Bradford brought his boat as well as decades of sailing experience to teach us the more common knots we need to know (clove hitch and cleat) as well as the art of tossing a line to tie up at a dock or to another boat in a raft-up situation. Max Goldstein taught advanced knots and provided more opportunities for knot practice.

A barbecue by the pool followed an afternoon of classes. Several members pitched in to help with food shopping and preparation. Nikki McSweeney and Lynnette Beal did most of the shopping and Bill Roberts and Max Goldstein were the chief barbecuers. Even the weather cooperated, although there was a light drop of rain here and there.

In addition to our wonderful teachers, others worked hard to make the day a success: Capt. Jay Thompson brought his trawler to use as a classroom, and new members Marijo Beckman and her daughter Jennifer also brought their sailboat for us to use. Both joined Captain James on Sunday to give everyone who participated in the SOS an opportunity to get out on the water so no one would be left behind.

### **Captain James Bradford's Viking Princess**





## **Sailing Singles of South Florida**

### **2016 Board of Directors**

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### **Mainsheet Ads**

Ads that were displayed in the 2016 January to May issues of the Mainsheet were run to make up for a lack of five months of publications in 2015.

In accordance with the Policies, Procedures, Rules and Regulations in the Pink Book, we will accept only business card ads at \$5 per month until December.

The Editor

### **Mainsheet Deadlines**

The deadline for the June issue is 28 May 2016. The deadline for the July issue is 26 June 2016.