



# ANCHORS UP

SAILING SINGLES OF SOUTHWEST FLORIDA

www.sailing-singles.net | January 2014 Newsletter



Articles and pictures for newsletter are always appreciated  
Next Deadline Feb 7.

## CALENDAR

### January 23

7p Membership Mtg  
Three Fishermen

### January 24-26

Overnight Sail  
Go online to sign up

### February 2

Superbowl Extravaganza  
at Phil's House

### February 7

TGIF - TBD

Check the website and watch "Heads Up" and the website for additional outings and more specific information.

## 2014 Snowbird Rally down the ICW

By Sail Staff



**WHAT:** 2014 Snowbird Rally down the ICW

**WHEN:** October 31, 2014-December 2014. Registration Opens, March 2014.

**COST:** \$750 (includes pre-rally seminar and prep material, guide down the ICW, daily weather and routing reports and more!) To reserve a spot, email Meredith Laitos at mlaitos@aimmedia.com

**MORE INFORMATION:**  
www.sailmagazine.com/icw



## Who's Who

**Commodore:** Dan Bullard  
**Vice Commodore:** Bob Rollman  
**Secretary:** Joy Hanson  
**Treasurer:** Kathy White  
**Directors:** Melissa Butler  
 Roger Wood  
**Membership:** Carol Fitzgerald  
**Cruise Director:** Joan Kachel

**Telephone:** John Coriell  
**Newsletter Editor:** Shannon Sykes  
**Website Editor:** Shannon Sykes  
**Heads Up:** Dan Bullard  
**Program Coord.:** Phil McCorkle  
**Social Chairman:** Kathy White  
**Publicity Coord.:** Jocelyn Erickson

## CAPTAINS

Mary Burch	Nils Johnson	Roy Malkin
George Cuic	Deena Kirkey	Sonia Raymond
Allen Fiske	Kathy Maciel	Clarence Yahn



## Commodore's Corner [Dan Bullard]



Happy New Year Sailors!!

I wish every one of you the absolute best in 2014, and I promise that I will do my best to make sure we have another fun and rewarding year enjoying the sport of Sailing. As your Commodore, it seems somewhat daunting to ensure we keep our course on track. However, I'm confident we will have smooth sailing and another year filled with adventures. The best Sailing weather is rapidly approaching, so make sure you take advantage of all the sailing opportunities the club makes available! Our members are what make the club strong and your involvement is key in continuing our success. Please get involved and volunteer to help out on our various outings. Looking forward to seeing you January 23rd at 7pm for the Club members meeting. It will be held at the 3 Fishermans in North Ft Myers.

Dan the Commodore

FEBRUARY 2014 | SAIL MAGAZINE 

BY CHARLES J. DOANE

# SAILING HITS THE BIG SCREEN

The past year has been unusual in that there have been five films released that focus on sailing and the sea. Even better three are actually worth watching! The best two are a pair of documentaries that were created and released by independent film makers.

*Maidentrip*, directed by Jillian Schlesinger, follows Dutch teenager Laura Dekker as she successfully pursues her dream to become the youngest person to sail alone around the world. Though Laura's voyage was controversial, as the Dutch government sought to block it, Schlesinger refuses to sensationalize the story and instead focuses on what the voyage meant to Laura. The driving force – more than the fine soundtrack and charming animated cartography – Laura's own voice. In it you can hear her growing up.

The film is also very true to ocean sailing. Though it paints a somewhat impressionistic portrait of our sport, it is quite accurate and is filled with small visual details that also make sailing accessible and comprehensible to laypeople.



*Raw Faith*, meanwhile, follows a sailing dream with a different trajectory. George McKay, an office worker with no sailing experience, is well into his middle ages when he is struck with a fervent desire to go to sea in a bizarre mock-galleon. McKay's family rallies around him as he constructs his ticky-tacky dream ship, but fall away one by one as it becomes obvious how unseaworthy and impractical it is. McKay ultimately is left alone with his fixation and ends up with nothing, as his beloved ship sinks and is lost on its first serious passage.

Produced by Gregory Roscoe and David Berez, the film is visually arresting, as the ersatz ship lands itself to dramatically framed shots. It is also dramatically paced, as much of the story concerns McKay's battles with the Coast Guard and local harbor masters. I watched in slack-jawed amazement and was left with a fine appreciation of our government's inability to prevent us from doing stupid things on boats.

## Practical Sailor

### PROTECTING YOUR BOAT FROM LIGHTNING DAMAGE

Most boat owners have only the vaguest idea of what is involved in protecting their boats from lightning damage. Many believe that their boats are already protected by the boat's grounding system. Most are wrong.

Just because your boat may be bonded with heavy copper conductors connecting the masses of metal in the boat doesn't mean that it is protected against lightning. A bonding system may be a part of a lightning protection system, but bonding itself offers no protection to the boat unless a good, direct path to ground is part of the system.

While neither aluminium nor stainless steel is an outstanding electrical conductor, the large cross-sectional area of both the mast and the rigging provide adequate conductivity for lightning protection. The trick, however, is getting the electricity from the mast and rigging to the water.

The straighter the path is from conductor (mast and rigging) to ground, the less likely are potentially dangerous side flashes. Put simply, side flashes are miniature lightning bolts which leap from the surface of the conductor to adjacent metal masses due to the difference in electrical potential between the charged conductor and the nearby mass of metal. Ideally, therefore, the path from the bottom of the mast and rigging to ground would be absolutely vertical. In practice, this is rarely achieved.

If the boat has an external metal keel, the mast and standing rigging is frequently grounded to a keelbolt. There are pitfalls to this method. First, the connection between the bottom of the mast and rigging to the keelbolt must be highly conductive. ABYC (American Boat and Yacht Council) standard TE-4 for lightning protection systems require

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## From the Cruise Director [Joan Kachel]

Happy New Year everyone!! Those of us who were down at Nervous Nellies and the beach for New Years, had a great time to rave about and store in our memories for the ages. People came and went from the afternoon thru breakfast and lunch. Mother Nature was very good to us and the weather was beautiful until after lunch when the gray skies and drizzle arrived; no sailing but we sure did enjoy celebrating with each other. Our Soc., Chairman Kathy White, put a lot of thought and effort into putting it all together and I thank her for such a happy and fun New Years Eve. The fireworks were AWESOME!! Please sign up for our Jan 11 daysail, and let's get a moving on the water!!!

As we say in Brooklyn... "Toddlers", Joanie



PRACTICAL SAILOR CONT'D

that these secondary conductors have a conductivity at least equal to that of AWG #6 copper-strand cable. There is no drawback to using an even larger conductor.

Connecting the short conductor to the mast and keelbolt presents some problems. A crimp eye can be used on the end that is to be attached to the mast, but you may have to fabricate a larger eye for attachment to the keelbolt. This can be made from sheet copper. Soldering the connections is not recommended, since the heat generated in a lightning strike could melt the solder.

Then you have to face up to a basic problem. Your mast is aluminium, yet you're connecting it to ground with a copper cable. Everyone knows that aluminium and copper are not galvanically compatible, so what's the solution? While it will not eliminate corrosion, a stainless steel washer placed between the copper cable's end fitting and the aluminium mast will at least retard it. But this connection is going to require yearly examination to make sure that a hole isn't being eaten through the mast. In addition, of course, the process of corrosion creates wonderful aluminium oxide byproducts, which have very low conductivity. The aluminium oxide may reduce conductivity to the point where your theoretical attachment to ground is in fact non-existent. Once again, disassembling the connection and cleaning it yearly are essential to maintain conductivity. Constant attention to all the conductor connections is essential in any grounding system, whether it's for lightning protection or grounding of the electrical system.

For more information on how to best protect your boat from lightning strikes, purchase Nigel Calder's Boatowner's Mechanical & Electrical Manual from Practical Sailor.

## Tentative Sailing Schedule

This is a tentative sailing schedule for the 2013-2014 season.

### How to Sign Up for a Sail

■ Go to [www.sailing-singles.net](http://www.sailing-singles.net)

■ Click on the button that says: Click here for full calendar or to sign up for sails.

■ Choose the sail you would like to sign up for and click the "Sign Up Now" button

■ Fill in the sign up form and hit submit.

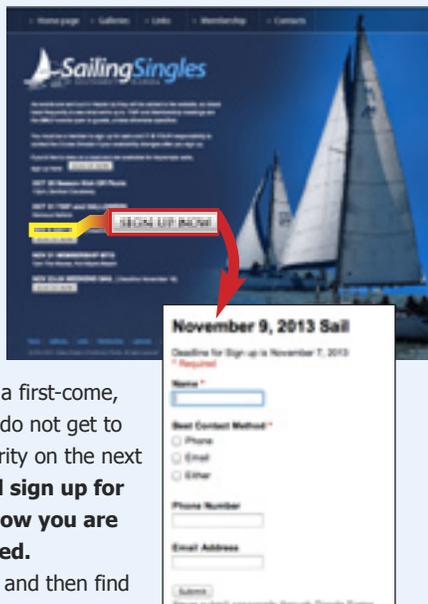
Sails will be assigned on a first-come, first served basis. If you do not get to sail, you will get top priority on the next sail, **but, you must still sign up for the next sail so we know you are available and interested.**

If you sign up for a sail and then find out you cannot go, please call Joan Kachel at e17woodjk@yahoo.com to tell her you are no longer available.

Once assigned, Captains will call you with details and departure times. For overnight sails they will assign a food chairman who will work with other boats for the weekend's food prep.

After you have been contacted by the Captain, you must respond to the Captain if you are suddenly unavailable to sail.

Keep checking back as the sign ups will be made available several months out so you can sign up at any time. There might also be impromptu sails so visit the site and see what is available.



It is subject to change without notice. For more accurate information on each sail and to sign up visit us online at [sailing-single.net](http://sailing-single.net).

Sails are on a first-come, first-served basis however we will give priority to anyone who is on the list and does not get to sail at the next sail. You must sign up for each sail.

**February 8:** Day Sail

**February 21-23:**  
Swam Cabbage Fest

**March 8:**  
Day Sail

**March 22-23:** Half  
Fast Race/Picnic Isl

**April 12:** Day Sail

**April 26-27:**  
Pelican Bay

**May 10:** Day Sail

**May 24-26:**  
Captain's Choice

# ENJOYING THE *Holiday Season*

## The **Sailing Singles Christmas party** was

December 13, 2013 at Bratta's on US 41. We had 32 members present and the dinner was delicious. Members had a choice of steak, seafood, or chicken cooked in various styles.

It was nice to see everyone dressed semi formally and not in our usual sailing garb. Yes, we can dress nice and not look like Jimmy Buffet after a long sail. We had several new members join us for the fun.

Hopefully, they had a chance to talk to everyone and meet current members. During the meal Commodore Dan and his lovely wife Beth passed out small gift baskets to everyone. The gifts were prepared by Shannon Sykes and the were lovely. Before dinner we had adult beverages and told tall tales of sails long past. After dinner the band offered entertainment and many members danced the night away. Special thanks to Kathy White for making all the arrangements for a successful evening and great dinner. Also, thanks to Brattas for being so cooperative and providing a special evening.



On **New Years Eve** approximately 10 members of the club gathered at Nervous Nellie's. We had two boats docked at Nervous Nellie's just south of the Tall Ship "Lynx." Mary Burch and her crew brought Bright Star and Kathy Maciel and her crew sailed Gypsy and docked around 2:30p.

Clarence did not sail Bountiful because he hurt his back doing yard work. Since it was early, we ventured down to Times Square and the beach to check out the folks gathered at the beach to soak up some sun. However, there wasn't much sun as it was a cool day with a cool breeze, but there were a lot of bikinis. I'm sure the beach folks thought we were weird because we were wearing sweat shirts or coats. I guess our blood is just too thin as we have been in Florida too long. George just had a shirt on but said he had a coat in the basket of his bike just in case.



Other club members joined us later in the evening and we had to partake in some celebratory champagne and snacks. Around 7p most of the members headed to dinner while others were already "pigged-out" on snacks and junk food. Around 11:30p some members headed to the beach to see the fireworks and welcome in the new year. Other members had waked down earlier in the evening and were already mingling with the crowd. When the midnight hour struck, the New Years **NEXT PAGE >**

## Crews Corner + Notes

■ **HEADS UP:** Watch the Sailing Singles website or look for Head's Up for know what is happening.

■ **SSC SHIRTS:** Get them at Fred's Award World, Ft. Myers.

■ **FYI:** October 1, 2013 is the beginning of the Sailing Singles Club Year and your dues will be due at that time. Everyone needs to fill out an application and turn it in. You will not be added to the roster until that time.

■ **JOCELYN WANTS TO KNOW:** If any of you see my articles in any of the newspapers, clip and save for me.

■ **JAMES BAKER** also likes to go out on the River. Give him a call .

■ **SPECIAL INVITE** Pete Knopf would like to invite any members of the club to come sailing with me on Banderas Bay (Puerto Vallarta) on my Tartan 33 if they are visiting the area. I won't be back to PV until October and after that I'll be splitting my time between there and here in SW Florida. All anyone needs to do is email me when they'll be coming and we'll work out something from there.

### USEFUL WEBSITES: Boating Course

[www.BoatUS.org/onlinecourse](http://www.BoatUS.org/onlinecourse)  
[www.BoatUs.com/games](http://www.BoatUs.com/games)

### Boat Safety

[www.Boatsafe.com](http://www.Boatsafe.com)

### Know Your Knots

[www.animatedknots.com](http://www.animatedknots.com) |  
[www.Netknots.com](http://www.Netknots.com)

### Power Squadron Classes

[www.usps.org/localusps/fortmyers/](http://www.usps.org/localusps/fortmyers/)

### Lee Waterways App

<http://discoverpearl.com/app/waterways/>

### NOAA's Guide

[nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

ball was dropped and the fireworks began. It was a great fireworks display and lasted a long time. Everyone enjoyed them.

As the crowd dispersed, we trudged back to the boats and crashed for the night. On New Years morning we gathered at the Yucatan for breakfast and then a short afternoon sail. It was a great time.

Thanks to our Social Chairman Kathy White for organizing this successful New Year Eve December 31, 2013 celebration and for the members attending to enjoy an afternoon sail in Paradise on New Year Day 2014.



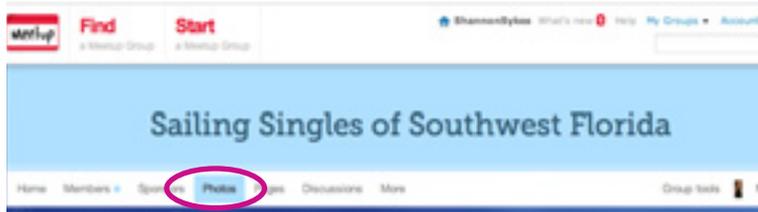
## Post your pictures on Meetup.com for Sailing club members to enjoy!



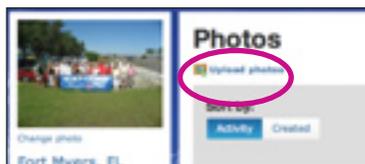
Please post your pictures on Meetup.com for everyone in our club to see. In order to do this, you must join meetup (which is free) and join our group. Once you do that it is simple. Hopefully in 2014 we can migrate to our website with an easy way for you all to post pictures, but until then...look below for instructions.

[WWW.MEETUP.COM](http://WWW.MEETUP.COM)

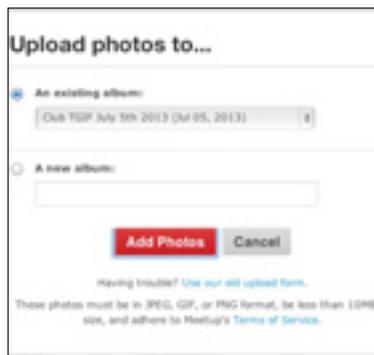
Once you join meet up, click the Photos tab at the top of the page:



Then Below that will be a link that says upload photos. You'll need to know where on your ocmputer they are located because once you click upload photos, it asks which album or allows you to create a new album... Label them well. Please don't simply put the date, tell us where it is or whose boat and the date.



If you don't get the option to create a new album (may be reserved for leaders only) then let me know and I cna create one or Dan can create one for you. I will try and create them for all upcoming sails, but in case I miss one!



At this point, navigate to your photos and add them to the album you create or that was already created. Follow the screen prompts. If you get frustrated, please let me know and I can uplaod them for you.

## BOAT SAFETY

- 1. Knowledge** – take a safe boating course to learn how to avoid trouble.
- 2. Preparedness** – Captains carry all required Coast Guard safety equipment and Crew do what the Captain tells you.
- 3. Experience** – Follow the rules of the road and get out on the water and get as much experience as you can. Can't do it sitting watching TV.
- 4. Discretion** – Weather is a primary consideration in whether to head out or stay in. Check the weather using the many sources available.
- 5. Caution** - Captains -file a float plan and Crew tell a friend or relative that you are going out.
- 6. Judgement** – Be aware of your surroundings and the weather.

### Emergency Radio Call Procedures

1. Make sure radio is on
2. Select Channel 16
3. Press/Hold the Transmit button
4. Clearly Say: MAYDAY MAYDAY MAYDAY
5. Also Give:
  - i. Vessel Name and/or description
  - ii. Position and/or location
  - iii. Nature of emergency
  - iv. Number of people on board
6. Release Transmit Button
7. Wait for 10 seconds – if no response repeat "MAYDAY" Call.



**Have all on board put on life jackets.**