



WCTSS

NEWSLETTER

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Cayo Costa - March 19th - 21st - 2015

The first really nice weather cruise of the year is usually the March Cayo Costa State Park cruise and this year's did not disappoint. Ted Jean, Alan Raedel and I like to go down a day early and then go out to dinner and listen to the great band that plays at Bert's Bar on Matlache on Thursday nights. In October we put in at Bokeelia Ramp, and left our boats in their temporary slips while we went out in Ted's aging Hyundai. This year Alan asked permission to do the same, and as you might expect, they said, "Absolutely not!" Of course if you want to rent a cabin everything would be fine. So we ended up getting cabin one, and splitting the \$100 bill, which wasn't too bad. We all had separate beds, and the shower was nice.

Billy VanDeusen stopped by while we were rigging our boats and chatted with us. Billy's a local in Bokeelia, and knows his way around Pine Island. He told us that the ramp had been closed for a few months while they lengthened it, but that they didn't change the slope, which is still a bit shallow. He was using a hitch extender to launch his SunCat, which has a 14 inch draft. I bought one after the January trip to the 10K Islands where I was unable to launch until mid to high tide. Billy also is a great source of information for me about SunCats. He's had his for a couple of years at least, and I'm just starting out with Nomad. I've ordered vinyl graphic names and hailing ports for Nomad from a web site that Billy used to get his name on. He changed the name of his SunCat from SeaCat to Cayo Gato (Island Cat), which is more in keeping with the island theme of the Cayo Costa area.

Ted and Alan went ahead and launched their boats, and then we went to dinner in Matlache. Can't really recommend Island SeaFood Market, which was on the west and north side of the bridge. It was over priced for what you got, but the food was decent though. A band was getting ready to play and the main picnic table eating area outback was jammed, so we sat out front near the road. When the band finally cranked up we thought it was probably a good idea that we didn't sit closer.

We then drove to Bert's Bar, which is a Matlache original. Very busy with little to no parking. They are trying to solve the problem by buying up parcels of land and making gravel parking lots down the street, and we finally found a spot to park Ted's Hyundai sedan. Again, this being Spring Break in Florida there was a crowd inside Berts! We found the last table for two, seating three with a borrowed chair out on the back deck overlooking the water. The band wasn't going to play for about 40 minutes, so we ordered drinks and waited. Alan and Ted and I are about the same age, and we have so many common experiences that it's fun to get together and talk blues, and music and stuff. All of us play guitar also. When the band cranked up, they were as good or better than I remembered from October. The lead guitar player was a short white haired older gentleman who absolutely wailed on his Fender telecaster. He could play anything, and do it well. The leader of the band was a female bass player who could sing Janis Joplin better than Janis.

Friday morning we went out to the Subway and had breakfast, and then returned to launch Nomad, and get under way. There was only a breath of wind, and it was from the west. We also had an incoming tide, which was two strikes against getting much sailing done. But after discovering that my new fuel tank hose had an air leak and replacing it with the old one that I got from Dennis, we got under way for Cayo Costa. Out in Charlotte Harbor the wind was as expected, light and westerly. Ted was sailing his SeaPearl quite well given the conditions, and he tried tacking back inside Jug Creek staying out of the main current. Billy and I in our SunCats decided to motorsail across the harbor over toward Bull Bay. We just made one big tack on the north side and the kept running our engines to make 4 knots or so towards Cayo Costa. I think it was around 1 pm when we made it to the beach which was quite crowded by partying motor boaters. The sand spit is now in two pieces, but the northern part where we usually gather is still there. With any draft, or on low tide you have to go way south and around what is now a sandy islet to stay in deep water, and then back north to the cove. Billy got anchored first in the far northern end of the cove. I picked a spot about 40 yards to the south that I knew was deep and steep up to the shoreline. Backed in, I could use the stainless ladder to gain access to Nomad's cockpit. Winds were predicted to be light all weekend, so there was no worry about dragging anchors.

Before long, the Squadron began to gather, and the powerboats began to leave. Televisions, air conditioning and dinners out at restaurants probably lured them away from paradise, and making more room for our boats! A mass exodus occurred about 3:30. Tim Webb sailed in with Red Witch, his O'Day DS2, Jack Dirks and Mary and Bill Cyzewski came in with their SunCats, Alan's SunCat made a total of five SunCats. Tom and Barb Lincoln would have been the sixth SunCat, but Barb came down with a medical condition right before the event. Ted Jean sailed SeaPearl Hideaway into the beach and beached it. Paul and Joyce Myers piloted their ComPac 16, Stray Cat into the cove, Pat Johnson and son Gabe came swooping in with the increasing westerly aboard Kat Kan Dew, his Michalek Fat Cat design. Jurgen and Connie Billhofer and friends Tom and Christy Edwards both came in with like new MacGregor 26 M's. Steve and Evonne Brewster sailed up in their Catalina 250. Dennis Bradley and friend Mick sailed their Egret in, and anchored near the north corner of the cove.

In all there were 28 boats from the Squadron during the weekend and most did manage to arrive on Friday. Ed and Becky couldn't get away until Saturday, and they found an almost full beach head on Saturday afternoon.

Interesting boats were among the fleet as well! Marty Worline, fresh from the cancelled EC, sailed "Fat Bottomed Girl," his SCAMP, to the outing from down around Sanibel Island. Kevin Riley brought his WW Potter 15 to the event. Torrey Bingham sailed his Fred Shell designed and built Schooner 18 "Three Sheets" up from his parents house on Sanibel Island. Floyd Marston had a Santana 20 that he'd completely redesigned! The keel was lopped off, a leeboard was added, and the rig was truly remarkable!

(Cayo Costa Continued)

A three wishbone rig including a wishbone jib and mizzen! His buddy, Chris Troop was sailing a Sovereign 17, named Pip. Pete Brown sailed his Bolger Birdwatcher with carbon fiber spars and water ballast tank, Doug Engh sailed his Penobscot 17, Tom Steinmetz sailed a new design of his which looked like a sailing house boat. He said he started with a Michalek Fat Cat design. Tom slept inside with a hammock! ElCapitan Gerry arrived in his sailing canoe with new improved rig, and new Chinese Dumplings for us to sample, steamed over a cookstove and bamboo steamers! Bill Palumbo came in with his just launched Core Sound 17 with a cabin addition! On Saturday, Dale Niemann came in for an hour or so aboard Salty, his Marissa center cockpit power boat, which he built from a B & B design. It's so well done that it's often mistaken for a fiberglass boat!

And we hosted some friends of the Squadron, who may or may not join up with us at some later date. Mike Keough sailed a ComPac Legacy 16. Mike took me up on my invitation to ComPac members on their owner's forum. And just cruising around and decided to see what it was all about was a delightful couple, Mark and Dominique Hazel and son Miles aboard their WW Potter 19, Mistique. Mark brought along a carbon fiber guitar and loaned it to me and Alan to play around the fire that night. Pat Johnson also entertained us with ukulele renditions of popular songs!

Both Friday night and Saturday night we had light westerly winds, and moderate temperatures which made for great sleeping aboard our boats. Each night we dug a small pit and enjoyed a social campfire, around which we enjoyed each other's company until our sleepy eyes could stay open no longer. Sunday was pack it up and go home day. I enjoyed the west wind and incoming tide to ride Nomad down wind to Bokeelia for an uneventful haul out with new friend Mike Keough and Kevin Riley. It's a Squadron tradition to help each other get hauled out. Many hands make for lighter work.

Lake Tarpon March 2015

Tim Horsman and I were in Perry Florida returning from delivering Whisper to D'Iverville Mississippi and realized that if we left the hotel at 8am that we could make the Squadron's lunch at the Tarpon Turtle by 11:30. Actually Google Maps informed us of how long it was going to take, as long as there were no big traffic delays!

We did pull into the parking lot at the appointed time, and walking out to the dock we saw several small sailboats heading in toward the docks! Perfectly timed.

The wind was pretty strong at the time, about 10-15 out of the southeast, so we stayed by the docks to take lines and assist. Rex and Kathy Payne had their lovely clear finished Melonseed, Passion sailing fast toward the slips and slipped into one as Tim took their lines.

Steve Wood had a large group aboard his BayHen and as they arrived I noticed a friendly face on the bow. It was Steve Tonnesen, who has been absent from our events for several years! Steve also has a Bay Hen, and it was great to see him again. Russ and Marilyn Blagg were piloting "Merlin", their Potter 15 to the docks, and Peter Brown came up in a skiff with outboard. Tom Steinmetz was sailing his sloop around, and he came into the docks with some helping hands from the assembled. No motor on that one! A friend of Tim's, named Francis was also aboard the Bay Hen. And there was a SeaPearl sailing right off shore, but he never came into the docks, so I'm not sure who that was!

Anyway we fit 11 people around a table fit for 10 and had a great time reacquainting ourselves with each other. The food was good, and the service was better than the last time, although I still think they ignore you after the food and drinks are ordered.

The winds were still up after the checks arrived and were paid, so we all departed. Tim and I for the parking lot, and the rest of the Squadron for their boats! Hope everyone had a great afternoon sail, and if anyone knows who was in the SeaPearl, let me know.

Why I Sold Whisper

It came as somewhat of a shock to some Squadron members that I would consider selling my beloved SeaPearl 21 Tri-Sport, Whisper. So I thought I would explain it to whoever is interested.

First of all, 18 years is a long time to own one boat. I loved my SeaPearl and what I could do with her in the shallow waters of Florida. Ignoring the channel markers and sailing just for fun across the shallows is exhilarating and liberating. But as I got older the weekends afloat were getting hard on my body. Sleeping on a mattress on the floor wasn't hard, but getting up in the morning, and during the night was. Also I didn't remember putting concrete in the upper part of the spars when I raised or lowered them, but there it was. It was getting more difficult to manage them. I remember tossing them down from a bouncing deck in 2000 while in the Florida Keys, but I couldn't do that today! I had to admit it, I am getting older, and needed a boat that would take care of me a bit better.

Another aspect of the decision was my desire to do river and canal cruising. That's a whole different activity than beach cruising, of which the SeaPearl is the absolute master. Going to the Erie Canal with Dale Niemann last summer introduced me to the charm of slow cruising on canals, with the availability of docks, electricity, restaurants, and wash rooms. It was civilized cruising! I wanted a boat that I could do that with, but didn't really want to give up sailing!

The SunCat, and specifically Dennis Marshall's SunCat, Odd Duck, seemed a really good fit. Dennis had outfitted his boat with a stainless rail right around the boat to the stern, which is perfect for tying off fenders that are needed in locks and alongside of piers on canals and rivers. He also had spent a lot of time putting in shelves and drawers to store gear. The boat is perfect for what I want to do. AND the mast is so easy to put up that it's ridiculous.

I wanted to re-name the boat, and picked Nomad, in honor of the Nimble Nomad that Dale and I chartered on the Erie Canal. With that name, I'll be encouraged to travel with the boat, and to really go places and have a lot of fun. I thought about calling her "American Nomad," but it sounded like it belonged on a tanker from Panama, so I shortened it to just "Nomad."

Already I have done 80 miles on the St. John's River from Astor to Sanford and back. By Miller, and Phil Reed joined me on that trip, the same two guys who were with Dale and I on the Erie Canal. River cruising is fun! We stopped at Hontoon Island State Park on the way to Sanford and on the way back. It's about halfway, and their full power slips and showers only cost me \$10 since I'm a senior resident of Florida. True, there wasn't much (any) sailing on this trip, but heading north on the St. Johns, there are wider vistas and more room for spreading sail along the way!

So that's it. Whisper is in Mississippi, sailing the Gulf Shore Islands with a very responsible and knowledgeable sailor who loves her. I hope to cross paths with her somewhere along the Gulf Shore someday. Perhaps the Florida 120 in May!



Nomad on Charlotte Harbor photo by Billy VanDeusen

Big Changes at Cedar Key on May 2nd.

The big Squadron cookout dinner of year's past is no more. The Squadron sponsored the only food event of Cedar Key for many years until two years ago when Meade Gougeon, Andy Zimmerman, and Hugh Horton decided to offer a dinner at the City's Community Center : 809 6th St Cedar Key, Florida 32625 on Friday night to replace the Friday night get together at Bob and Geri Treat's house. This year they are moving the Community Center dinner to Saturday night.

We had so much fun in November at Cedar Key dining together at Tony's Restaurant on Friday night, that I suggest we all go back there and try to get the back room if possible. If we all arrive about 5:30, that might work.

Unfortunately I won't be able to spend much time at Cedar Key this year. I've been coming to the event every year for 24 years, since 1991, if my memory is correct. This year my old and dear friends, Joel Heyne and Brian Fox are **returning from their Circumnavigation on May 2nd**, and there is a huge celebration and cook out at the Boca Ciega Yacht Club for them at 11 am on Saturday! Don't ask me how they know that they're going to make it in time, but they have had no problem making all their other destinations either on time or before they were due. Joyce and I went down to their departure party almost 18 months ago, and now they're coming home. It's a once in a lifetime event, and I just have to be there for them. They both used to crew for me aboard Afternoon Delight, my Catalina 27, on long distance races.

So, the Cedar Key Saturday and Sunday will continue, as it always does, minus the Cookout on Saturday and minus ME on Saturday. I'm just coming up for the day on Friday to take some photos, and leaving after dinner on Friday evening.

April Events:

The Sarasota Sailing Squadron - 1717 Ken Thompson Pkwy - is again hosting the "**Classic Craft Festival.**" It runs from **Friday April 17th to Sunday April 19th**. Last year it was a lot of fun for lovers of wooden and classic craft and it's a great event! The Sarasota Sailing Squadron is a great host, and they have a ramp right there by the building. Two are two ways to get there. One would be to come south along Longboat Key and turn left after crossing the New Pass Bridge. The other involves going through downtown Sarasota starting at the Fruitville Road exit off of I-75, going into St Armands and taking the first right around the traffic circle. Then head north on John Ringling Pkwy and right before crossing the New Pass Bridge, turn right.

Whichever way you go, you will enjoy your day, or days at the Squadron. There is usually ample parking right outside of the Squadron fence. If you bring your boat and wish to sail and register, see the dock master. Phone number there is (941)-388-2355.

The next big event is the **Crystal River Boat Bash - Saturday April 25th** at the Crystal River Preserve State Park in Crystal River.

You can start arriving as early as Thursday to set up your camp, or hang out with everyone, but the big Public Day is Saturday. Sunday is kind of a wrap up and go home day. I usually spend one or two nights up there and am considering taking Nomad to the event and using her as accommodations.

Our friends and Squadron members, Steve Kingery and Bill Whalen kind of run this organization who are really into preserving the historic ways of building sailing and other craft. The Civil War Blockade Running Scow is the latest example of their work, and it has made, and probably will make passages out in the Gulf as far as Cedar Key!

To reach this event take US 19 through Crystal River and turn left onto State Park Drive just past the Days Inn. Follow State Park Drive until it dead ends at 3266 North Sailboat Ave.

The Florida 120 May 14th - 17th

This year we lost a dear friend, Ron Falkey. Ron designed and built a beautiful yellow trimaran, the Dalliance. He loved sailing with the Squadron, and participating in the Florida 120. Ron told me before he passed that those were the two things he wished he'd had more time to do. He will be remembered at the 120 this year, as will Mike Monies, a boat builder who also participated in the FL 120 and Sail Oklahoma. Jackie Monies will also be participating in this event. My memories of the 2012 FL120 include sailing side by side with the Dalliance down the length of Santa Rosa Sound with high white sand dunes to our right, heading down toward Spector Island on the first day, and meeting back at Navarre on day two. Sharing a bag of ice, and taking off again for Sand Island on the other side of Pensacola Pass.

The Florida 120 starts in Gulf Breeze, just to the east of Pensacola. The ramps at Shoreline Park are very nice with special parking up along the hill leading to the ramps in between the trees. Scott Whidmeir, the administrator of the event posted the following items on the FL 120 Yahoo Group:

This event is a cruise in company on the beautiful waters in Pensacola and Santa-Rosa sound. There are three stops and you can choose to join us at as many or few as you want. This is an unsupported event meaning you are responsible for complying to all coast-guard regulations, having sufficient supplies on-board your craft for the number of days you plan on cruising, and for getting yourself back to your launch-point at the end of the cruise. Feel free to ask questions of the experienced cruisers in the other open post.

The most central launching ramp is the one at Shoreline Park in Gulf Breeze, FL. Not only is this ramp central to the route but it is a very nice ramp located in a great park complete with open air showers to wash the salt off before driving home. You are more likely to run into other people participating in the FL120 at this ramp than any other in the area.

* Ramp Fee is \$10 for launch/recovery

* Parking fee is \$25 per week

* \$35 total for the event

The ramp fee can be paid for at the same time as the parking fee or separately in the envelope at the ramp with correct change(your choice).

Parking fee must be paid for at the building on the north side of Shoreline Drive directly across from the park entrance (800 Shoreline Drive, Gulf Breeze FL 32561). The entrance of the building is on the East side. Hours of operation are 7:00am-9:00pm. Phone number is 850-934-5140. Do not discuss the event with them so we don't have to worry about them asking questions or wanting info.

Instead of t-shirts this year, [Tim Webb](#) sewed up some beautiful hats which Scott will sell for \$15. I have a lot of the tan with blue bill and less of the other colors so hunt me down soon. The red hat in front is a prototype I have been wearing for several months. It has a cancer awareness pin everyone who donated money to SU2C will get. It also has 2 star pins on it. The small star represents one year of attending the FL120. The big star represents 3 years. The star pins will be given out free just let Scott know how many years you have attended.

The fee for participating in the Florida 120 is a donation (\$20 recommended) to our Stand Up To Cancer fundraising effort (<http://do.eifoundation.org/goto/fl120>). This is in memory of Ron Falkey and Mike Monies, both past participants of this event and great guys all-around. Too many of our family and friends have been taken away or have suffered due to cancer so lets help be part of the cure.

On Thursday the destination is Spectre Island 8 miles east of Navarre Bridge. On Friday everyone heads west to Sand Island on the other side of Pensacola Pass. Saturday the destination is East Bay.

More details are available at the FL 120 Yahoo Group, and also the FL 120 Facebook Page. I'll also post details next month (April).

I really hope we can get a convoy of boats from the WCTSS to make this trip. It's one you'll never forget, and will want to repeat year after year.