

 Boca Ciega YACHT CLUB

Windword

May 2017



www.sailbcyc.org

Get Ready for Summer Sunset Cruises

Photo courtesy of Phong Long and Asa Folsom



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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

Boca Ciega Yacht Club & Anchorage
4600 Tifton Drive South • Gulfport, FL 33711
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 Lee Nell, 2017 Commodore

It's been a tough month. We've had several resignations at key positions, so please consider coming forward and adding your skills and talents to our Audit Committee and our Activities Committee. Audit checks over the BCYC expenditures for the past quarter to make sure our expenditures are supported and the books are in order. Our Activities Committee, often a committee of one with ad hoc assistance as needed, is responsible for coordinating our pot-luck dinners and other events not controlled by another committee or officer. We have activities coming up, some in place, some hoped-for, and the audit will be here before we know it. We can use you; the Club needs you.

In fact, in addition to needing a Chair for the committee, we need members to organize our June, July, and our August pot-luck dinners this year. So all you volunteers, come on down! This is a great way to meet your fellow members, and a fun way to work together with them to keep our club sailing along for everyone. Give me a call, please.

Sail School is about to start up again, too, and as always, it's the volunteers who make that successful. Not only does it give us all a good excuse to go out in our Capris and sail around the Bay for a couple of weekends, but we also get to meet new folks, many of whom become new members. Think about how awesome it is to pass along some knowledge about sailing to a new generation of sailors. Humans have been learning and teaching about sailing just about since one of our ancestors first wondered how to make that log floating down a river go where he or she wanted to go. I love being a part of the community of sailors, and to me, passing along some sailing knowledge distilled down from pre-history is quite an honor.

Speaking of volunteers, we have a number of folks who do jobs around here on a daily basis. These are not jobs anyone has assigned them to do. They just see the need and get to work. Plus, over the past few weeks, Jonathan Gillespie, Don Rogers, and Russ Matter have been working on getting our "new" pontoon boat ready to put into service. Vice Commodore Bill Morse, Dave Henshaw, and Russ have also been helping clean up some of our less-well-maintained boats in the basin in anticipation of Fun Day. We, not to mention the boat-owners, owe all of these guys, and quite a few others, too, a big thank you.

Speaking of Fun Day, we need you for that event, too. The sign-up

Commodore's Corner continued on page 9 >>



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

May Birthdays

Submitted by Trish Dale

Joan Collins.....	May 2
Lloyd Mason	May 2
Kathy Utley	May 2
Gabriel Whitney	May 2
Jon Ross	May 3
Carol Berringer	May 5
Janice Carroll.....	May 5
Don Rogers.....	May 10
Gibeon Bradbury	May 11
Dave Roberts.....	May 11
Nancy Bennett.....	May 12
Bob Morris.....	May 12
Bob Trehy.....	May 12
Jeri Main.....	May 14
Tony Angel.....	May 15
Jasmine Benjoya.....	May 15
Brian Fox.....	May 15

Tommy Perry.....	May 16
Julie Zajdel.....	May 17
Suzanne Holland	May 18
Ellie Zinner	May 19
David Gates	May 20
Paul Alberty.....	May 21
Rick Yoder.....	May 21
Melissa McCue.....	May 22
Jurgen Billhofer.....	May 23
Annette Mason.....	May 23
Phong Long.....	May 24
Bill Carroll	May 26
Mitchell Herman.....	May 28
Tom John.....	May 29

Are we missing your birthday?

Please edit your member information in Wild Apricot or contact Trish Dale.

BCYC Merchandise for Sale

Support BCYC and Look Good Too!

Women's Pullover Sweatshirt	\$22
BCYC Tervis Tumblers with lid 16oz	\$17
BCYC Tervis Tumblers with lid 24oz	\$20
Men and Ladies Embroidered Polos.....	\$18-\$28
Tees—Long & Short-sleeve, Silkscreen & Embroidered	\$18-\$20
Sweatshirts	\$22-\$40
Ball Caps, Embroidered	\$14-\$15
Burgees—Fly Them with Pride	\$28
BCYC License Plates	\$10



Our display case at the club gives you a sampling of items from our inventory. They are available for purchase at monthly club meetings and at some work days and club events. Please text, call or email Patty Tishuk at 727-488-4167 (ptishuk@gmail.com) 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!



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: Joye Swisher, Ruth Peterson, Tony Angel, Samantha Ring, Annie Davidson, Matt Maloy, Sheree Annen, Lloyd Mason, Patty Tishuk, Phong Long & Asa Folsom and Cathy Talisman.

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

For Sale: 44' Bombay Explorer. Fix-it-Upper. Parts for Lehman Diesel need to be installed (have parts). Hugh deck with lots of room for friends/family. Spinnaker, roller furler jib (couple of sails for jib), main sail needs replacing. Best offer over \$10,000. On anchor in Boca Ciega Bay outside of Gulfport Marina. Contact Ann at ann.new44@gmail.com or Ray at 727-557-5885 (captray44@gmail.com).

For Sale: 10-foot Avon inflatable hard-floor dinghy with oars and pump. Good condition. \$275 obo. Call Don Rogers at 727-688-3946.

For Sale: Honda 2000 gasoline generator. Like new condition. Very low hours. \$800. Call Larry 727-420-9061.

Need a reliable, mature, babysitter? Call Susan Setley at 727-403-7389. Retired teacher. Please recommend me to friends and relatives! Evenings only; Southern and mid-Pinellas County only.

Free Notary service to BCYC members, courtesy of club member Larry Annen of West Florida Investigative Services (FL Lic# A 1300160). Call Larry at (727) 289-6446 to set up an appointment at the club.

For Sale: 31 ft Bombay clipper \$12,000 29 HP engine 200 hr ready to go sailing AJ Pope 352-359-3926

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
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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: Lee Nell, 215-518-7671, leenell3@gmail.com

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



TAMPA BAY

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

May 2017

	1 Board Meeting 7:30	2 Tuesday Night Racing (every Tues 5pm)	3 Sea Scouts (every Wed 5pm)	4 Rhumb Runners - Play in the Park "Hairspray" 6 pm	5	6 FUNDAY!
7	8	9	10 Sunset/Full Moon Rise Sail Out 5pm 6:30 PM Spring-II Adult Sail School	11	12	13 8:00 AM Spring-II Adult Sail School Blessing of the Fleet 8:30 am
14 8:00 AM Spring-II Adult Sail School	15	16	17 7 PM Spring-II Adult Sail School	18	19 General Meeting 8pm	20 Work Day 8:30 am Pot luck Dinner 6 pm 8:00 AM Spring-II Adult Sail School
21 Spring/Summer PHRF Racing Series Skipper Mtg 12 pm 8:00 AM Spring-II Adult Sail School	22	23	24 Windword Deadline 7 PM Spring-II Adult Sail School	25	26	27 May Memorial Day Cruise - TBA
28 May Memorial Day Cruise - TBA	29	30	31 5:00 PM Spring II - Sail School Sunset Sailout			

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

June 2017

		Tuesday Night Racing (every Tues 5pm)	Sea Scouts (every Wed 5pm)	1	2	3 Intermediate Celestial Navigation Class 8 am Twin Dolphin Cruise 9 am
4 Intermediate Celestial Navigation Class 8 am Twin Dolphin Cruise	5 Board Meeting 7:30	6	7	8 Sunset/Full Moon Rise Sail Out 5pm	9	10
11	12 Youth Sailing 9 am	13	14 Youth Sailing 9 am	15	16 Youth Sailing 9 am General Meeting 8pm	17 Work Day 8:30 am Pot luck Dinner 6 pm
18 Spring/Summer PHRF Racing Series Skipper Mtg 12 pm	19 Youth Sailing 9 am	20	21 Youth Sailing 9 am Windword Deadline	22	23 Youth Sailing 9 am	24
25	26 Youth Sailing 9 am	27	28 Youth Sailing 9 am	29	30 Youth Sailing 9 am	

To avoid scheduling conflicts, please contact Secretary Linda Bagby for calendar updates. Phone 907-947-0705 or email: secretary@sailbcyc.org



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Welcome!

April New Members

Calvin Matthews

Boat: 33'7" O'Day
Name: Salty Spirits



Stefan Kaschkafayev and
Wendy Shelton

Boat: Beneteau 23' 4"
Name: Vive



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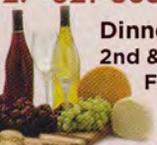
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***BLESSING OF THE FLEET
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SATURDAY, May 13, 2017

CAPTAIN'S MEETING 8:30 AM

BLESSING 9:00 AM



Our beloved Andy Bell has agreed to do the Blessing Of The Fleet. We usually sail by the pier by the Gulfport Casino and get a blessing and sail around the bay taking pictures of each other.

Sail school is encouraged to sail by to get a Blessing for our fleet of Catalinas.

We are looking forward to having many boats.

Fair Winds, Guy O'Connor, BOTF Coordinator.



TAMPA BAY

Commodore's Corner, continued from page 2

sheets are in the clubhouse, ready for you to sign up for all the tasks we'll need for Fun Day this year, and of course, sign-up can be done on the website, too. Please look those over because we always need all the help we can get for this important club event. The community looks forward to this, and we get a lot of good recognition from the City government and from city merchants for this. We have a lot of really good prizes to raffle off this year, so come on out, help out, and maybe win some cool stuff.

We have plenty of tasks to do, all of which are important to have a smooth-running event. Every job, every single one, from cleaning up before and after the event to organizing the boats and passengers, is really important. This is a really big deal here for BCYC, and the club needs all hands on deck for it. Let's make it another good Fun Day this year.

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What are the Sea Scouts Doing?

Submitted and Photos by Ruth Peterson

Spring Break Cruise to De Soto Point



Hanging out at Twin Dolphins

Notice the difference between what the scouts and the advisors are wearing!



We had a COLD, wet, beautiful sail back to BCYC !!!

We won't mention motion sickness for part of the crew... *nor the fact that their female advisor and photographer totally rounded up Idler while learning how to sail using a wheel instead of a tiller!!*

Nope... not one word !



We can finally sail in the evenings again.

These pics are from three different weeks! Check out the growing skill level of the scouts! It is delightful to watch!



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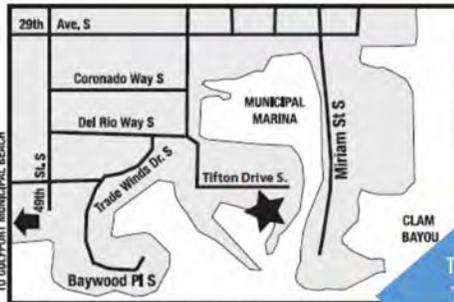
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Members - we need boats to sign up to provide free rides!
BCYC invites Gulfport and the surrounding community to the club for a day of sailboat rides, other fun activities, and free hot dogs and sodas.

BCYC's "Funday" Open House is an annual spring event for the public to tour Boca Ciega Yacht Club and learn about our activities and our positive impact on the community.

Come spend the afternoon with some of the members of the most fun loving, friendly, crusingest sail club in Florida!

You'll be glad you did!

(Sorry, no pets please)

Volunteers Needed!
Contact Nancy Bennett to join in the FUN!
Email funday@sailbcyc.org

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



Steering Backwards

By Bruce Bingham

In 1906, a young boy emerged from a waterfront alley where he had spent the night protected from a chilly, damp wind that sweeps New York Harbor every fall morning. Fog is almost always part of the mix. "Ch, ch, ch, ch... hu-hu-hu," sounds of the steam-powered tugs rushing to their dawn assignments filled the air.

The boy was fascinated by the morning's activity, and started every day watching the ships from all over the world come and go with their heavy cargoes. He dreamed of traveling the world's oceans, and seeing strange places and their different peoples. But, more importantly, being aboard a ship would provide him with food and bed though he knew he was too young and inexperienced to find such opportunity.

His morning wanders usually took him to one special pier that was home to a Moran tugboat. If he was lucky, she would still be there if not already underway to help an arriving vessel to her dock. The tug was all black except for the red smoke stack emblazoned with a large white M, and her prow and topsides were protected by huge raged rope fenders hand made by her crew. When tied to her home pier, she would roll and pitch slowly under the swells sent to her by early harbor traffic.

This morning, she was there with her steam up and preparing to cast off her lines and head out. The boy watched the activity as the men took in the lines as their orders were shouted from the bridge wings high above the main deck.

Ch, ch, ch, ch ... pillars of steam rushed into the air from the tug's tall stack and white water rushed from under the tug's stern as the propeller began to turn. The tug slowly pull away from the pier. The steam whistle blew a long shrill signal to warn nearby traffic that she was entering the harbor lanes called channels.

The boy always wished he could be aboard the tug. He wished that he could welcome the incoming vessels, mostly square rigged sailing ships, that had waited outside near the Ambrose lightship until daybreak when they would come to join the parade toward the New York Battery Point, the confluence of the Hudson and East Rivers where the harbor traffic is at its greatest.

Shortly after sunrise and the departure of the tug, the boy left the pier to begin his daily search for food and maybe a lucky find of clothing or something soft to sleep upon.

Occasionally on his morning visits to the tug, the ship's cook would throw something to the boy to eat. The

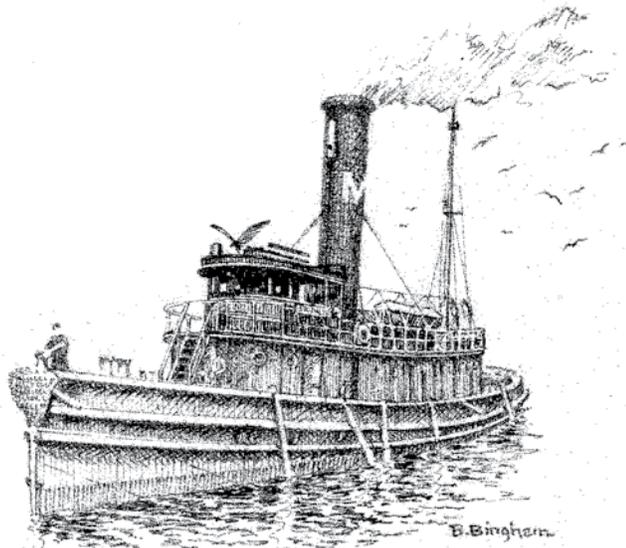
boy had become a common visitor and familiar to the tug's crew. Occasionally he would try to strike up a conversation with the crew, and the crew members would often oblige with inconsequential chitchat. They exchanged names and were beginning to feel that they knew each other.

One such morning finally arrived that became much different than the others when

one of the tug's officers, a second mate, asked the boy if he had ever been aboard; was he looking for work; did he live nearby; could he take orders and learn fast. The boy was barely in his early teens and apparently give the right answers because the mate invited him aboard to make a run into the harbor with the tug called into service to help an arriving vessel to its dockage. The boy scrambled over the tugs bulwark without hesitation.

This was the beginning of a relationship that would last over fifty years ... the boy and the Moran Towing Company and its harbor tugs.

On this first day aboard the tug, the boy was told by one of the crew to stay out of the way, ask no questions, and call everybody sir when approached ... stay in the shadows but watch everything in sight. He did



as he was told and was mesmerized by everything his senses took in: the smell of the steam and hot oil, the sound of the huge breathing engine and the steam powered winches, the motion of the tug as it went about its business, the shouting of the crew and its officers, the roughness and dampness of everything that he touched, the heat of the deck from the coal-stoked boilers below, the pulsations of the entire vessel by the gigantic cylinders rising and falling in unison with his own heartbeat. In a matter of slightly more than hour, his entire world and life changed forever.

The harbor trip took him into Ambrose Channel and to the mouth of New York Harbor on the very edge of the Atlantic Ocean, there to meet a large sailing bark from Holland. The enormity of the vessel completely dwarfed the tug that was less than a quarter of the sailing ship's length. The tug, once tied to the ship, chugged her way back into the harbor and to a pier where the sailing ship would be relieved of her cargo and prepared for another long voyage.

This short experience would be the best of his life and the beginning of many more over the next decades.

The boy was signed onto the crew list, and given a bunk at the very forward end of the tug where it was dark, smelly, but warm and mostly dry. It was to become more of a home than he had ever had that would last years to come. He was first assigned as a wiper in the hot, noisy, slippery engine room where everything was oily and covered with coal dust. There he learned how everything worked and eventually rose to the level of engineman (not engineer, that would be an officerial rank) by the time he was only 16. After several years, he long to be placed in an on-deck position where he could see sunlight, watch things going on, and where his body could breathe a bit.

As luck would have it, his wish came true under a new captain. He became a seaman and was given a new bunk location below where had gained precious space to move around a bit. This brought him into the action and purpose of the tug and out of the dungeon of the boilers and engine room. Much of his time was now spent on deck and better, in the bridge of the vessel where all control is handled. He began to experience steering the tug and operating the engine using a hand operated telegraph to the engine room far below decks. Learning to steer was an enormous challenge because his newest tug steered backwards as many do. It is too complicated to explain why at this writing,

but aboard his newest tug, to go right, you turned the wheel counter clockwise. It is still true today aboard many tugboats. I have tried this myself aboard a small shrimp boat that steered backwards and I made a complete fool of myself for an entire afternoon.

By the time he reach 18, he had become an able-bodied seaman. By twenty, he was raised to junior mate and transferred to a newer tug boat that had a diesel engine and another captain. Within the next ten years, he climbed the ladder to third mate, second mate and first mate. He had been transferred to three newer tugs, and sent to school at the merchant marine academy at King's Point, Long Island. During that period he had been as close to living on land in his life. He graduated with honors and returned to Moran Towing as second in charge of a brand new tug. Life could not have been better.

More years were added to his life, although he never felt at home in any place other that his tugboat. As he continued to rise in authority and responsibility, he eventually became a captain of his own tug and moved into a stateroom of his own with a real bed and enclosed potty, and a chair at a deck. What luxury!

He stayed with Moran for the rest of his life as a tug captain through the era of the great ocean liners and super tankers, steering backwards most of the time on newer and more modern tugboats. His existence was entirely in the harbor of New York aboard a tugboat. He had no desire to move ashore, and all of his close friends were mariners such as himself. He knew and wished for nothing else.

The day would come, however, when Moran Towing would tell him that he would have to retire. He had reached the top of the ladder and received every accolade and reward that could have been had. On the day of his retirement, the company gave him a gala send off with a banquet, speeches, handshakes, and gifts ... one being his first and only car and a little cottage on a Jersey bluff overlooking the mouth of the harbor. Moran even paid for the captain's driving lessons that were very difficult for him insomuch as the steering on the car seemed to be backwards to him given his life long experience steering tugs the other way.

Once he received his license to drive, the captain took his car to a local auto repair where the mechanics figured how to reverse the direction of the steering system, much to their resistance to doing so. This made the

Steering Backwards continued on page 16 >>

Steering Backwards, continued from page 15
captain a very happy and more confident driver.

Life made a huge course change after retirement. He spent most days at the waterfront watching the ships and tugs come and go, leaving him far behind where he wished he could be. But his life did become more comfortable than he had ever imagined it could be. He loved his new and only car, and often would drive around his new environment just because he could.

One evening only a month after moving into his new home, he was awakened from his sound sleep by the loud sound of some kind of crash. He jumped to a window but could see nothing and returned to his bed believing that maybe he had only heard falling trashcans.

The following morning, he awoke to knocking at his front door. He answered, still in his nightshirt, facing two police officers. They questioned him about his whereabouts the late evening before and questioned him about his car. The captain didn't understand any of this inquiry until they explained that his car must have been stolen in the dark and driven a short distance down the street until it was wrapped around a large tree by the thieves.

Addendum to the story:

Editor's Note: When I asked Bruce if this was based on a true story, he replied:

I was told this story by a Moran captain decades ago. I have not attempted to verify it, but I have done a lot of research on tugboats and towing.

What I did learn about towing from other sources was very important. When a tug is towing a barge or a ship from its stern and wants to turn to port (left), the rudder is turned to starboard (right) ... The opposite direction that would be assumed by a normal land person.

The pieces and source of the story fit together. At the time of the story (1900-1910 or so) it was common practice for towing companies as well as cargo ship owners to pick up homeless teens on the dock and take them aboard to do the hard and dirty work, pay them almost nothing, and provide them with a roof over their heads.

I do think the story is true. Last year, I heard that Moran Towing has shut down, having lost so much business due to the invention of the bow thruster in even the largest ships.

Kentucky Derby April Dinner



Sail School Update

Submitted by Annie Davidson

Spring Session II will be May 10-24 with a sail out on the 30th and we need volunteers! Contact SailingSchool@sailbcyc.org

Sail school needs Sunday instructors:



May 14th Mother's Day &
May 21st Club Race Day
8am to noon morning
sessions and noon to 4pm
afternoon sessions

"Train the Trainers" is offered for any boat captains who want guidance with the art of instruction. (Contact Waterfront Director Chuck Greenslade.)

Staff our biggest fundraiser! Recruit new memberships! Boat Instructors, Hoist & safety boat helpers please sign-up on the yellow sail school bulletin board. Then send me a text or email for the session(s) chosen so I can update the record.

One sail school session of instruction is equivalent to one workday of service. Per bylaws, we are all tasked with eleven workdays per year. While scrubbing clubhouse floors or spreading mulch can be a member

bonding experience, I have found that teaching sailing is much more fun.

I applaud the following members for their May Sail School commitment to serve BCYC:

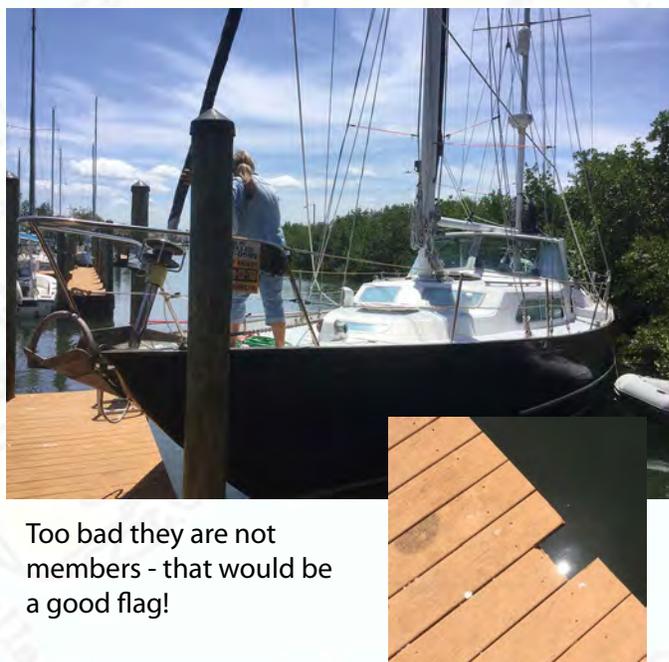
Greg Graham
Anne Davidson
Carolyn Mitchell
David Henshaw
Lewis Brier
Larry Brown
Sharon Vreeland
Samantha Ring
Adam Hood & family
Kathy Longacre
Gary Rhoads
Mixer O'Keefe
Stan Marianski
Jillian Reed
David Price
Paula Dube
Jonathan Gillespie
Jasmine Benjoya
Henry Stewart
Bill Morse
Chuck Greenslade
John & Katie Meyer



Wrong Turn

Submitted by Joye Swisher

A 45ft center cockpit drawing 6 ft was trying to go to Gulfport marina & took a wrong turn into our basin.



Too bad they are not members - that would be a good flag!

Mark Rother Honors a Bet

(with a little help from his friends)

Submitted by Guy O'Conner

While at the club some time ago, various members were watching the Packers play the Dallas Cowboys. Mark Rother stated "There's no way the Dallas Cowboys are going to lose this game to the Green Bay Packers." The usual banter ensued. Boys will be boys. Mark knew he was right and his team couldn't lose. So he stated categorically "If my team, the Dallas Cowboys, loses to the Green Bay Packers, I will wear a cheese head hat to every club event for the next 30 days!"

Most of us have had enough bad experience to develop the good judgment to believe in the power of Murphys' Law. Shortly after Mark made his statement, the Pack started to come back. Within 90 minutes, the unthinkable had occurred. The Dallas Cowboys (and Cowgirls) retired to their locker rooms sullen and melancholy. The club is filled with souls of good renown who are generous and empathetic, who immediately demanded that Mark go get his cheese hat. Mark disappeared quietly. After all, 8:30 is his bed time.

At the next few club events, Mark was observed at large on the BCYC grounds sans cheese hat. When queried, Mark spoke in broken and soft sentences, turned away from queries and conversations, and seemed to have more important things to do. This kind of negative attitude was met with fortitude and encouragement. Many members did not wish to see Mark down and out at BCYC, and decided to help him meet his obligations.

For this to happen, it took special planning and effort on the part of our Flag Officer who was definitely supported by his minions. But there were complications due to Mark's bedtime. The flag officer's report always comes after Mark's bedtime. Therefore, special contrivances were necessary.

On April 22, Mark was sitting enjoying the Kentucky Derby Club Dinner at the table adjacent to our flag officer. Mark was less than 10 feet away at the next table near the middle of the room. Murphy has a close relative named Sarah N. Dipity. Tony came prepared.

Tony had a microphone, the PA system was lit, and as Mark was finishing his dessert. Tony stood up, cleared his throat, and asked for the undivided attention of the club members. Then with typical pomp and circumstance, Tony explained the circumstances of the lost bet,

and presented Mark with a cheese flag for losing the bet.

Since the theme of the dinner was Kentucky Derby, many of the ladies wore elaborate hats to commemorate the event. Guy, s/v The Rachel then produced a cheese head hat for Mark to wear so he could fulfill his obligation with pride.

It was beautiful.

All the club members in their empathy and generosity did their best not to laugh because they didn't wish to embarrass Mark. You can guess how well that went.



The ladies were concerned that the cheese head hat would win the hat contest after the horse race. But such fears were put aside because the hat contest was judged after Mark's bedtime.

April Cruise Report

Submitted by Substitute Cruise Chairs Don & Jen Rogers

The first two days of April took us on a cruise to DeSoto Point, one of our favorite anchorages. Seven boats took part – four power boats and three sailboats, which says something but I don't know what. The power boaters had the time advantage going over, since there was not much wind. But we all rafted up for Happy Hour and had a good time.

The Sunset/ Full Moon cruise was on April 10, and we had four boats take part, along with some happy stow-aways.

There will be no cruise the first weekend of May since that is FunDay. However we will need someone to lead the Sunset/Full Moon cruise on May 10 as we will be out of town. John and Susan are planning a possible Memorial Day weekend cruise, so stay tuned on that front. They are back in the states and we look forward to seeing them again soon.

April Workday

Photos courtesy of Matt Maloy



Rhumb Runner Racing Report

Submitted by Barb Meyer, RR Sailing/Racing Co-Chair

The first Rhumb Runners Winter Racing Series finished up on April 9th. While the weather wasn't always in our favor and attendance sporadic we managed to get in 7 races! I consider it a success and a Fall series is planned along with more sailing/racing lessons. As always we welcome guests with their own boats and BCYC club guys to join us. Rhumb Runners will get first choice of the club owned boats.

Many thanks to our Race Committee and Safety Boat Team, they were great sports for the entire season.

Following are the series results: Newbie Rhumb Runners; first place, Suzanne Boohar, second place, Sheree Annen, third place, Becky Gilmore. Seasoned Rhumb Runners; first place, Paula Shur, second place, Lisa Glaser, third place, Barb Meyer.

On April 11th Suzanne Boohar and I had the opportunity to race in an interclub hosted by the Salty Sisters (SPYC) at the St. Petersburg Sailing Center. We had a nice east wind but that makes for a rather unpleasant chop especially in small boat racing. Suzanne competed with 12 pram sailors, placing midfleet, which is quite impressive for her first time racing an Opti. There were 5 Sunfish and I got to race against my sister Windlasses as



a "Rhumb Runner." I placed 3rd overall and we both got an Easter Bunny for our efforts. I'm hoping to getting more Rhumb Runners competing in the FWSA inter-clubs next season.

On April 9th of 2018 we will be providing the venue for the FWSA Rainbow Regatta which will be hosted by the TI Tackers and the Broad Reachers, pending the board's approval. We have done this several times in the past but this will be the first time for the Rhumb Runners to assist with the race. It is one of the best local small boat women's regattas on the west coast. There will be updates throughout year on the planning process.

From Christine Russo of the Windlasses:

2017 Rainbow Regatta was an incredible experience and great fun. The Luffing Lassies and Bitter Ends clubs hosted this event at the Sarasota Sailing Squadron, and did an superb job. It was very well organized from start to finish.



TAMPA BAY



Karen Rita Barb Paula Christine
WL WL RR WL WL



Paula Shur
4th

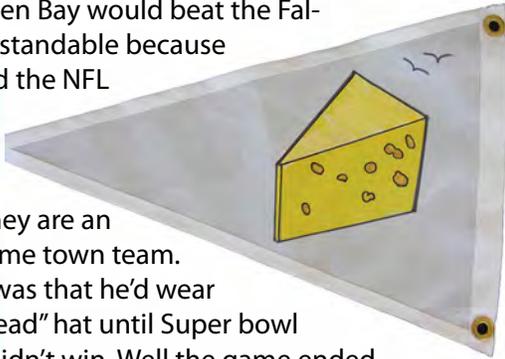


Also from Barb: Thanks to Sheree and Suzanne for coming down to Sarasota to cheer me on (Rhumb Runner). They had double duty as they cheered Paula (raced as a Windlass) on too. It was a record attendance; 44 Sunfish, 26 IOD's and 26 Prams. It made for a rather impressive Sunfish starting line, unfortunately there was little wind. We did manage to get in 2 Sunfish races. The prams got in 3. Congrats to Paula for coming in 4th place. I was down mid fleet but very pleased with the second race. It is inspiring to be in the midst do so many women racers, something I hope we can share with all of you someday,

From the Desk of Your Flag Officer

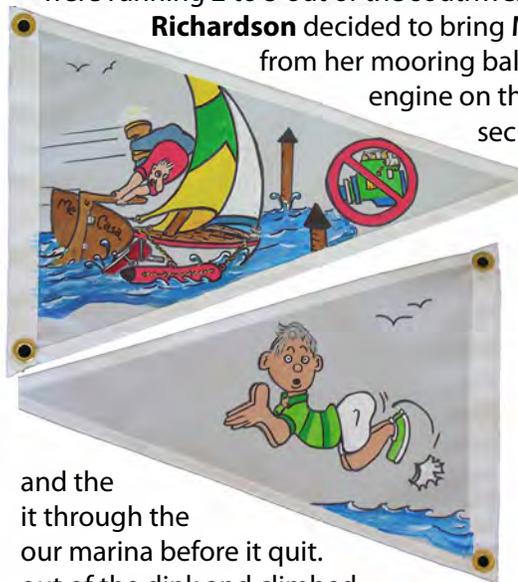
Submitted by Tony Angel

Mark Rother got excited during the playoffs and bet that Green Bay would beat the Falcons. Understandable because they do hold the NFL record of 13 regional championships and they are an amazing home town team. His pledge was that he'd wear a "Cheese head" hat until Super bowl if the Pack didn't win. Well the game ended unfortunately for Mr. Rother but then he discovered that "Cheese head" hats are impossible to find south of Chicago. May be a flag will do! (Editor: See page 18 to see how hard they are to find.)



A couple of weeks ago on a weekend when the winds were running 2 to 5 out of the southwest, **Mike**

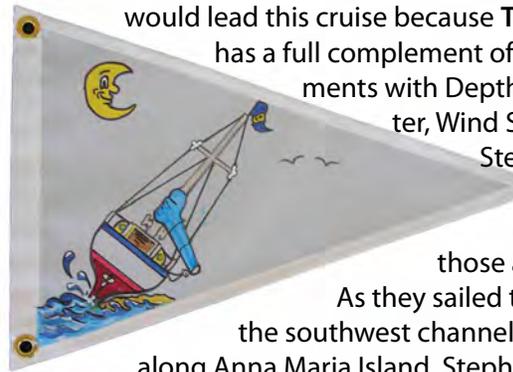
Richardson decided to bring **MI CASA** in from her mooring ball to fix her engine on the T-Dock. He



secured his dink with breast lines and eventually started the stammering and stuttering outboard. He was blessed engine made entrance to Mike jumped aboard as

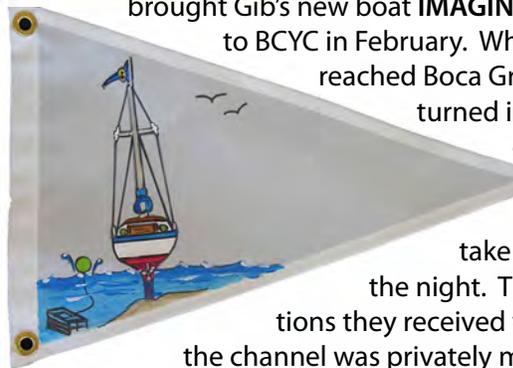
and the it through the our marina before it quit. out of the dink and climbed a gust hit his contraption. He first tried to control things with steerage, but then decided that fending off was necessary. As he ran to the bow, he tripped and fell overboard to the total enjoyment of the porch committee. In the end, MI CASA and her dink found the T-Dock and Captain Mike found a way to climb up on the dock using an oyster-encrusted and totally hostile ladder. With two dead engines it is easy to understand why he jumped overboard.

Guy O'Connor and **Cathy Talisman** sailed south last month with **Stephan Kaschkafayev** who recently purchased his boat. An agreement was made that Guy would lead this cruise because **THE RACHEL** has a full complement of instruments with Depth, Chart Plotter, Wind Speed and



Stephan's boat lacks most of those amenities. As they sailed through the southwest channel and down along Anna Maria Island, Stephen noticed that Guy kept working his boat in to parallel the coast. Because he lacked a depth finder he decided to stay further out in the Gulf. Well folks you guessed it, Stephan sailed south and Guy and Cathy found sand and a secure place to pause and enjoy the beauty of the Gulf.

Paul Stiffler, **Annie Davidson** and **Gyb Spilsbury** brought Gib's new boat **IMAGINE**, back to BCYC in February. When they reached Boca Grande they



turned into the channel for Millers Cove to take a slip for the night. The instructions they received were that the channel was privately marked and that they should stay between the marks and the Boca Grand Marina Docks. Paul took the wheel and asked Gyb if it was OK to leave the crab pots on starboard. Gyb agreed with this decision just as they both noticed that the crab pots were painted green and **IMAGINE** went solidly aground. Gyb, congratulations—you now have a new flag to decorate your new boat.

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DO THEY LOOK FAMILIAR?

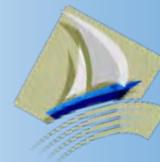
You usually see them
shorts and T-shirts, about
they clean up well and
helping you with your
they are about



around the Club wearing
to sail somewhere. But
are as passionate about
Real Estate needs as
boating.



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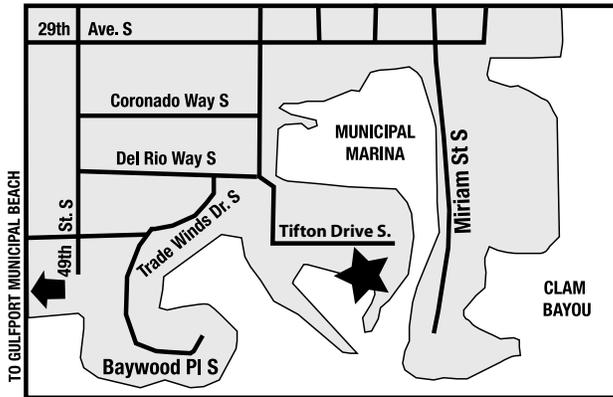
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Sea Scouts on Boca Ciega Bay

Photo courtesy of Samantha Ring