



Gale Tales

Manatee Sailing Association

Volume 39 Number 10

www.msasailing.org

October 2024

Up Coming Events

October 2024

Event	Date	Time	Place
Beach Picnic	C EVENT CANCELLED	10:00 AM	Bayfront Park AMI
Sail-Away	C EVENT CANCELLED	10:00 PM	Marjorie Park Marina, Tampa
DWBH	Oct 16	4:30 PM	Swordfish Grill in Cortez
Halloween Party	Oct 31	5:00 PM	Jackerson's House

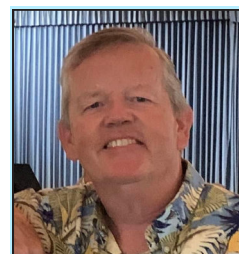
On the Horizon

Membership Meeting	Nov 13	5:00 PM	Mean Dean's Local Kitchen
--------------------	--------	---------	---------------------------

MSA Fright Night



October 31st



Ahoy MSA Members, Friends, and Family,

It's been shocking to see the videos and photos of Florida coast. Anna Maria Island has been washed over and filled with sand from Hurricane Helene. Boats are strewn everywhere. Just chaos. Friends had a foot of water in their house. Everything needs to be hauled out. Please reach out to your friends and neighbors. Offer any assistance you can. They need shelter, food, water, ice and a place to clean up and dry out. The Swordfish Grill is open and gives ice to anyone with a cooler. – they are asking for donations and will in turn hand out gift cards to those in need. If anyone in MSA could use some help, please contact me or Tom. Our area will rebuild – but it will take time and money.

The MSA Beach Party planned for 10/12/24 will be rescheduled.

The Sail away planned for 10/17/25 – is cancelled. Marjorie Park Marina had 3' of water in their office building so they are shut down for the foreseeable future.

Tom Briggie set up the DWBH for October. It is scheduled for Swordfish Grill in Cortez on 10/16/24.

MSA Membership Meeting – Our next Membership Meeting is 11/13/24 at 5PM at Mean Dean's Restaurant - 6059 26th St W, Bradenton, FL 34207 - We will have a quarterly membership meeting with updates from our officers and committee chairs. (Happy Hour ends at 5PM so arrive around 4:30PM to get a beverage and a table in the side room.)

My sea story for this month I'll describe as "A Close Encounter of the First Kind"

My good friend, Tom Alley, woke me from a deep sleep. My alarm had been set for 2:45 a.m. but I slept right through it. I was bone tired. It was October 20th 2015, we were on the 4th day of a 5-day sailboat delivery trip from Annapolis, MD to Brunswick, GA. Another buddy, Dave Dawson-Elli had purchased a 2006 40-ft Nautitech Catamaran, Verre de Mer, and wanted to take it south for the winter. For now, let's just say this boat had all the "bells and whistles". The four of us, including Tom Taylor, were taking four hour shifts each night, two hours on deck and four hours on the helm then four hours off, starting at 7 p.m. each night.

I checked my phone and saw that it was 3:10 a.m. My second shift had started at 3:00 a.m. and I should have been on the deck with Dave, who was at the helm. The

port side diesel just behind my bunk was rumbling consistently at 2000 RPM, clearly just a little louder than the iPhone alarm. As I crawled out of the sleeping bag, I glanced out the porthole to a scene that invoked sheer terror. The red and green bow navigation lights of what appeared to be a huge ship were bearing down on us



Verre de Mer Nautitech 40

not 25 yards from the thin fiberglass hull of our catamaran. We'd been marking large ships consistently on radar over the last few days and most were lit up like a K-Mart floating past when they came into view. Others had nothing but the mandatory red/green bow and white stern lights to meet COLREGS minimum requirements. I blinked again and noticed that the two bow lights were moving closer together and then they crossed!

Oh thank God, I just

realized we were sailing parallel to a channel marked on both sides and that the lights were red and green sea buoys. They appeared to be the lights of a ship headed our way but in fact, we were completely alone 50 miles off the coast of South Carolina. As I began to pull on clothes for the shift, I resolved not to mention this little mis- encounter to Dave.

The temperature had dipped into the 30's that night and the moon set at about 11:00 p.m., so it was beyond dark. In our wake, we were leaving a beautiful, turbulent stream of bright white fluorescence. Apparently, some tiny sea creatures can

generate light in response to changing water pressure. No one knows why they do that. (At least, no one in our crew knew why.) The planet Venus was rising in the eastern sky as bright as a streetlight in an otherwise deserted alley. Stars in previously unseen constellations covered the rest of the sky like a light lace curtain.

To be up on deck, I wore several layers of shirts and a polar fleece capped off with a ski hat, gloves, windbreaker and my hip waders. We all wore our offshore inflatable life jackets with a snap link through the D-rings on the front with a short line to a carabiner that snapped into the jack lines we had strung on the deck from bow to stern. These precautions had come in very handy the night we passed Lookout Bight, NC with winds gusting 30 to 35 knots.

Let me take a minute to describe that night. Rounding Cape Hatteras, we were pushed by a steady wind at 15 knots. By the next point of land, Lookout Bight, a

Small Craft Warning had been issued by the Coast Guard. As the wind continued to build about 1:00 a.m., the crew on deck decided it was time to put a reef in the main. As every sailor knows, it was now well past time to think about putting a reef in, but that's how it goes. The number 1 reef went in without issues. Dave only told us later that this was the first reef he'd ever put in the main of this particular vessel.

Two hours later it was blowing harder, and Dave decided to get everyone on deck to put a second reef in since the wind was 30

knots and seas were 8 to 12 feet. Waves forced under the central deck of the cat boomed. Some seawater backed up into the cockpit through the scupper drains. Spray shot up through the trampoline on the larger waves. The rest of the crew were already on deck, so I just pulled on my jeans and a windbreaker under the lifejacket and headed up there.

We started to plan how to put the reef in. On Verre de Mer, at the mast, the reef point is held by short strap on the luff that needs to be hooked to the mast. The reefing line at the clew pulls down on the aft reef eye to shorten the sail. Dave went forward to the mast to drop the mainsail a few feet and

attach the reef point. The boat was pitching violently. This big catamaran rides on top of every part of a wave. He needed light to untie and tie several knots, so I held on the cabin top with one hand and provided light with my LED flashlight in the other hand. During this process I could see the spinnaker halyard

was now flying free to leeward and snaking back and forth in the heavy air. It had come loose from the mast cleat and was now a lost cause. Things seemed to be going from bad to worse. Dave was crawling across the cabin top along the swinging boom to get to the reefing line which he was unable to tighten from the base of the mast.

Once Dave got to the end of the boom we could see why. The red/white reefing line was wrapped about 20 times around the topping lift and our American flag. We



Sunrise on the Atlantic from Verre de Mer's helm.

could see that it wasn't coming loose anytime soon. We decided to drop the main altogether as we had now 35 knots from the north east and sailing on jib alone would be plenty of sail. (Just about this time a wave crashed against the hull and soaked me from head to toe. Thankfully, I



20 Dolphins followed us for 8 hours one day.

had dry clothes below and I would be using them now.) As Dave was working his way back along the boom to the mast, the spinnaker halyard came flying past his ear. He was able to grab it and secure it on the mast cleat. Wow, maybe our luck is changing! We lowered the mainsail into the sail pack and zipped it shut. The catamaran settled down a bit and we headed southwest towards the North Carolina coast.

So getting back to Monday night off South Carolina, I was now dressed and ready for my shift but still shaken a little from seeing what I had thought was a tanker bearing down on us. I sat down on the stern rail seat and asked Dave for the de-brief from his shift. Radar was marking a few ships but nothing within 10 to 12 miles of us. There was a single red light off our

starboard bow and a station ID appeared on the AIS (Automatic Identification System) radio showing it to be about 6 miles away. For some reason we weren't getting any radar reflection from it. Also, the communications link from the integrated GPS, Radar and chart plotter to the AIS was not working and because of that the object was not showing up on the main chart plotter screen.

We could see a red light but there was no white light behind it, so we could not tell how long the object was. Its position off our starboard bow at about 2:00 o'clock did not change and there was still no radar signal. Throughout the trip we had been getting a strong radar reflection from everything we could see and much that we could not. Before we left the dock we hoisted a radar reflector high on our mast to be certain we would be seen by other ships. For now, we wanted to maintain our course since we were running downwind directly towards Brunswick and had the main trimmed just off the shrouds. The mysterious red orb



Crew with Verre de Mer

came closer and closer, staying off our starboard at 2 o'clock until we could see

that it was bouncing on the waves as we were.

What could that be so far off the coast of South Carolina? Contacts with aliens are described in terms of degrees of close encounters. There are encounters of the 1st kind all the way up to more recently defined levels of the 7th kind. You certainly remember Close Encounters of the Third Kind (1977) directed by Steven Spielberg with Richard Dreyfuss & Teri Garr. A close encounter of the 1st kind is, according to Wikipedia: "Visual sightings of an unidentified flying object seemingly less than 500 feet away that show an appreciable angular extension and considerable detail."

Suddenly, the light was just a hundred yards ahead of us and we could clearly see a large sailboat's port side. It was a white, 45- ft ketch with full sails on the jib, main and mizzen mast. It had a dingy hanging off davits on the stern that was possibly blocking the stern light. This was a close encounter for sure, but not the alien kind.

The other sailboat had the right of way, so we headed up and ducked behind them.

The boat silently passed by and continued southeast. What is the chance of that happening at 3:00 a.m., 50 miles off South Carolina? Two boats nearly collided. (Constant Bearing Decreasing Range) Their heading and speed had matched ours, keeping them on a deadly course with us for over an hour. Likely they were on autopilot as we were. They were the stand-on vessel. Why couldn't we hail them on the radio? Why couldn't we see them on radar? We were fortunate that we were able to avoid any problem at all, thanks to the AIS signal. Dave and I agreed that we had dodged a bullet this time.

I finished my shift without incident. For me, this was the most intense watch of the trip. I had woken up to the shock of an apparent impending collision and finished the shift with a close escape from the real thing. The following night we arrived in Brunswick, GA at 2AM. We entered the harbor and tied up at a gas dock until morning and slept the sleep of the dead.

Jim McGinnis
SV Brewster

Certified Health Coach

Betty Burton, RN, MSN

941.518.4493
www.facebook.com/betty.h.burton
HappyHealthyYouCoach@gmail.com



Spice Sailing Charters

Half Day & Sunset Charters

Sailing Lessons

Boat Detailing

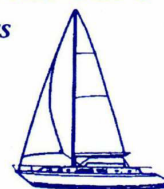
Cell: (941) 704-0773

www.spicesailingcharters.com

ed@spicesailingcharters.com

Ed Hartung

USCG Licensed Capt.



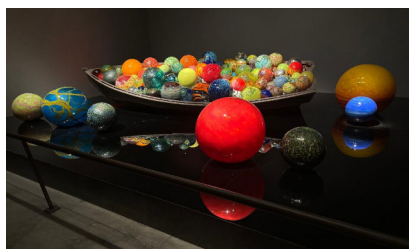
P.O. Box 4101

Anna Maria, FL 34216

THE LUCKY 13 STRIKES AGAIN!

By Gail Gordon

I was on my way out of town in St. Petersburg doing some footwork in preparation for the upcoming MSA Rowdies Soccer Match and decided to use this time to look for other event possibilities. I drove from Beach Drive on Central Ave all the way west of the 275 Interstate. I was stunned at all the trendy cafes, restaurants and edgy shops scattered along those few miles. It was only but a half a dozen or so blocks when I noticed a gleaming white building on the left hand side of the street decorated with a spectacular rose colored glass "totem pole" in the front. So that's what happened to the Chihuly Glass Gallery!!! About 5 or 6 years ago MSA



members had a tour of a small gallery just within sight of the Vinoy Beach Resort that housed some of Dale Chihuly's masterpieces. Hmmmmm! It grew up into a whole big Museum! As I waited at a light, I looked around the area and noticed a lot of funky places for a fun lunch stop! I made a mental note to place a call to the museum and see what event

possibilities for our group were available there. I made a reservation in early September for MSA'ers to have a look at Chihuly's new digs! I must say though that I had a bit of fun checking out lunch possibilities and there were many to choose from. But I settled on a popular place with a different but not too exotic menu with affordable prices, Bonu Taverna.

The one big problem about this event was that parking was limited to metered street parking with just a few scattered garages in the general vicinity. It had appeared that there was a parking garage above the Chihuly Museum but I found out it was for the adjacent Publix Super Market only. We had a nice group of 13 MSA members signed up and as luck would have it all found

parking relatively easily. I worried for nothing. But would our beginners luck be enough to get through the afternoon without one of our recent deluging rain storms? I had my fingers crossed! My weather app had rain forecast for 3 P.M. and we wouldn't be done with our event until almost 4! Oh Well! We arrived at



Bonu Taverna around noon for some camaraderie and food. Lunch was fun and included a different twist on Italian food. I think several members enjoyed the restaurants specialty and featured beverage, an Aperol Spritz! These pretty orange colored cocktails were on most of the tables in the cute boutique restaurant.



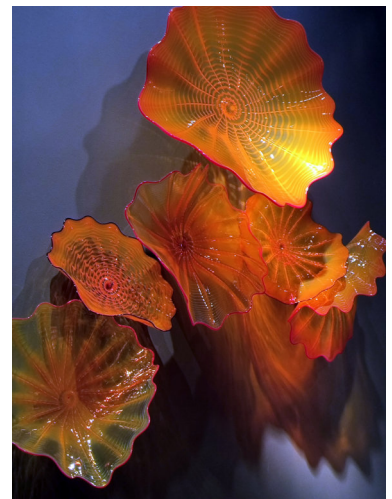
At 2 P.M. we gathered in the lobby of the Chihuly Museum and met our docent for the tour, Mindy. She was a delight! She was energetic and most informative! As we studied each room and the art glass in it, she told us about

the life of the artist. Dale Chihuly was born in Tacoma Washington in 1941 and ultimately became famous for his complex glass art collections now displayed around the world.

Dale Chihuly studied interior design at the University of Washington in Seattle and

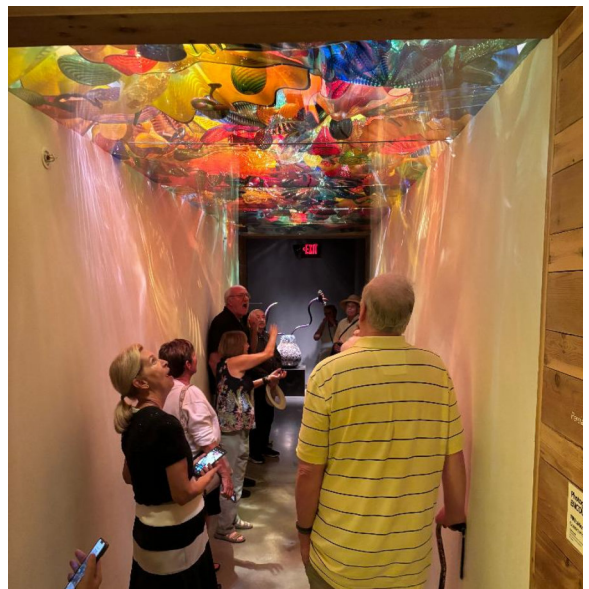


received an M.S. in sculpture from the University of Wisconsin where he studied glassblowing under Harry Littleton. In 1968 he received an M.F.A. in ceramics from Rhode Island School of Design. That same year he traveled to Italy on a Fulbright scholarship and a Louis Comfort Tiffany foundation grant and worked at Venini Fabbrica, the renowned glassblowing workshop in Murano. Returning to the United States in 1969, Chihuly established a glassblowing program at RISD where he taught for many years and founded a glass school north of Seattle called Pilchuck Glass. There he installed his first environmental displays, glass bulbs floating on Pilchuck Pond.



In 1976 an automobile accident left Chihuly blind in one eye and thereafter he became dependant on assistants glassblowers to execute his distinctive designs. After creating several different extensive and elaborate projects and installing them around the world, the artist

became known and recognized for his vibrantly colored organic glass collections. He incorporated Native American designs, sea forms and marine life shapes and large scale hanging sculptures illuminated by natural light sources. Notable among them were ceiling sculptures made up of over 2000 hand blown organic shapes. We were privileged to see several of these this afternoon in the museum. The big question a lot of us asked Mindy was, "how do you keep the large glass pieces clean?" Answer! Feather dusters and a ladder!



In 2007 Chihuly created 6 large works as part of a stage set for an opera that traveled around the US for years. I couldn't imagine how delicate they were and how challenging they must have been to ship. As a stroke of luck for us, in 2010 the Morean Art Center in St.



Petersburg Florida opened a small gallery of the Chihuly Collection and about 10 years later architect Albert Alonso designed a space, this museum, which was specially created to house a permanent collection of Chihuly's work. Two years later, the

Chihuly Garden and Glass Museum opened up in Seattle which has since become a major tourist attraction in that area. Phew! What a career! But at 82 years old, Dale Chihuly still wows the world with beauty in the form of delicate and expressive glass art. After taking a group photo in front of some incredible glass bowls, (not to be used to serve salads) we were then ushered to go across the street to the Morean Glass Studio for a demonstration of how a glassblower begins to create a glass masterpiece. I had just forgotten how hot it could be in that little studio and we were lucky that the process did not take long. Of course a few minutes perusing the air conditioned expensive gift shop was a necessity. As crazy as it seemed we left St. Petersburg on a lovely



sunny late afternoon with blue skies and nary a cloud in sight.....until we arrived back home. And then it rained. Boy, were we lucky! Thanks for joining me on another MSA outing.

**CANCELLED MSA EVENTS
UNTIL FURTHER NOTICE DUE TO THE EFFECTS OF HURRICANE HELENE!**



The MSA 2024 Beach Picnic originally scheduled for October 12th at Bayfront Park, Anna Maria Island



The MSA Sail-A-Way to Marjorie Park Marina originally scheduled for October 17th- 19th, Davis Island

NEWS FLASH

NEWSFLASH! THE MSA'S 2024 HALLOWEEN COSTUME PARTY IS STILL ON!

The MSA “Fright Night” will take place on Thursday October 31st at 5 P.M. at Rick and Adelia’s home at 313 Bryn Mawr Island in Bradenton. Their “spirited” hospitality is something you can always count on no matter what the weather turns out to be. Creative Costumes are highly recommended to insure the most amount of fun on that evening and there will be prizes awarded for a few of the best and most original. Costume ideas can range from scary misfits and nightmarish ghouls to adorable huggable creatures and handsome well known celebrities. Let your minds go wild!



In order to keep the “hangrys” away, guests are asked to bring an offering of an appetizer, side dish, entrée or dessert to share with the group. Plus, please bring your own preference of beverage for yourself. Water and soda will be available. We have been enjoying this “monstrous” event for many years now and this year will be no different. Mark your calendars for Halloween evening on October 31st, 2024! I’ll be lurking for you! Hope to see you there!

On the Horizon.....event dates to be announced!

A Back Stage Tour of the Sarasota Opera House

MSA 2024 Christmas Party

The 2025 Annual Kite festival In Treasure Island

Southeastern Guide Dog Experience



Manatee Sailing Association New Membership Application

Name(s): 1. _____ 2. _____

Other members in household: _____

Address: _____

(City) _____ (State) _____ (Zip) _____

Home Phone: _____ Cell 1: _____ Cell 2: _____

Email 1 _____ Email 2 _____

Boat Make/Size _____ Boat Name _____

I voluntarily assume all risks of participating in Manatee Sailing Association events, on land or water, and agree to hold harmless against any and all losses and/or claims incident thereto, the Manatee Sailing Association (a 501(c) nonprofit, all volunteer, organization), its officers and members. If I have a vessel, I certify that my vessel complies with U.S. Coast Guard requirements and that I maintain insurance policies sufficient to protect myself and my property, including liability, medical and property coverage, which insurance is primary and non-contributory.

Signature: _____

Annual Dues: \$100 for first member of household plus \$25 for each other members of household.

Please mail or email application to:

Manatee Sailing Association or msa@msasailing.org
PO Box 14482
Bradenton, FL 34280

Contact MSA at:
msa@msasailing.org
or
www.msasailing.org



MSA 2024 Officers

Commodore - Jim McGinnis
Vice Commodore - Tom Briggie
Cruising Captains - Chuck Fulton and
Sal Alfonso
Racing Captain - Sue Davidson
Secretary - Lynne McGinnis
Treasurer - Linda Briggie
Social Secretary - Gail Gordon
Membership - Deana Boydston
Past Commodore - Patti Korn