



# Windword



www.sailbcyc.org

BOCA CIEGA YACHT CLUB

OCTOBER 2000

## Commodore's Corner

by Brian Franson

First, let me start by saying congratulations to the nominating committee for a job well done. They have come up with a very strong slate of officers and board members for the year 2001. I know this is not easy since we have so many talented people at BCYC. Joel and I were discussing the pros and cons of serving as a board member or flag officer and we agree that what you get out of it far exceeds what you put into it. If you have not served the club yet, think about it. This is your club and it will be as good as you make it. I suggest you start by attending the monthly board meetings. It is the first Monday of every month and all club members are welcome to attend.

Star Trek the Feast Frontier was another BCYC success. The food was excellent, the costumes were great, and of course there were more prizes. We have a lot of very creative people at BCYC and we had food from every part of the galaxy.

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This is a sight we see every Sailing School session: lots of activity and lots of enthusiasm.  
(photography by Colin Povey)

## Hurricane Gordon Interrupts Sailing School

Arlin Briley

Our fall session of Sailing School got off to a solid start Wednesday, with a full class of 32 students and plenty of membership support.

But our first waterfront sessions did not go so smoothly. First we kept getting spurts of torrential rain, then the axle broke on the 'capsize boat' trailer before we could get it into the water. While Don Peterson engineered a trailer-to-trailer transfer, the morning session students stayed dry studying diagrams and model sailboats to learn the parts of a boat. By 11 a.m. Saturday, the weather report made it clear that Hurricane Gordon was going to make things too wet and windy for Sunday, so we notified all students that events for the weekend were cancelled. At press time it is not decided how we will make up for this lost time.

It's not too early to thank members for volunteering their time to support Sailing School. Table Captains are Tom Guy, Glen and Carol Hackman, Jim and Donita Martin, Barb Meyer, Anton Pereira, Larry Poynter, Bryan Pridgeon, Phil and Ursula Raia, Don Sullivan, and Kent Trowbridge. Also helping out the first night were LaDawn Bell, Cheryl Martin, Marlene Shaw, and Joe Sabella. Tony Nawrocki has agreed to teach knots to the students. Various members gave a hand Saturday morning in between downpours. These people know there isn't a dull moment in Sailing School. Why not join in the fun? You learn as you help teach sailing, making you a better sailor. Talk to the directors of Sailing School for more info.

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## Commodore's Corner

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Several members have asked me about the rumor that Jimmy Buffet is going to attend the "Night on the Bay" party on Nov. 4<sup>th</sup>. At this point I can only say "No Comment." If word of this gets out we will have too many members showing up to cook-out, sail around the bay under the stars, spend the night on their boats and party with Jimmy. The point of this event is to get as many boats as we can out of the basin and out of the parking lot for one "Night on the Bay" together. This is a great opportunity for the members with smaller boats who have not done a lot of the overnight cruises to come out and spend the "Night on the Bay." If Jimmy ends up on your boat please remember not to ask him for autographs, photos, a boat drink, T-shirt or to look at your "cool" tattoo. Please do not sing him your favorite Buffet song.

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### Windword

The Newsletter of  
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### ADVERTISING:

Advertising helps fund this newsletter. Club members are urged to patronize our advertisers and mention that you saw their ad in the Windword.

### DEADLINE:

The deadline for articles and ads for the November issue is October 22, 2000.

## Vice Commodore's Report

by Candance Sabella

Hopefully, by the time this is published you are able to sit under the shade of the new patio cover. I am so excited by that at long last it has been approved and scheduled. The porch roof was part of the long range fantasy that Marlene Shaw and I had when we were working on the bathroom and kitchen remodeling plans. Once they put in the pass-thru window and Luther designed and headed up the patio construction, Joe's Bar moved in and just begged for a roof. Then on those long summer days as we huddled under the shade of the carrotwood tree, we dreamed of a big shaded area covered with Jasmine or Bougainvillea... and, now at long last, the dream is here!!! (I know you're thinking I need a life-I agree). Anyway, thanks to Marlene who worked tirelessly to get the estimates. Not surprisingly contractors are so busy these days that they don't get excited about the small jobs. Even more not surprisingly the ones who did show up had their own agendas. Nevertheless, our bloodhound Marlene hunted them down and finally bagged a great one. So buy her an iced tea, pull up a chair in the shade and go—aaahhhh!

Beyond that, we are planning to go south to Boca Grande for Thanksgiving; so, if you have time off then, pack your bags, fill up your coolers and join us for a long cruise.

Candy

## Night on the Bay



## Night on the Bay

## Rear Commodore's Report

by Marlene Shaw

### Something New!!!!

Announcing the Loony pre-party party! On Friday, October 20th, 9:00 P.M. to 12:00 Midnight, at Limey's Pub, 1492 4<sup>th</sup> Street North. Hollywood Dave & the Hotheads will be on stage. Screw Driver (leader of the Rock'n'Roll Loony Party (U.K.)), Gertie Gussett, Minister of Fashions (U.K.), Hairy Knorm, Minister of Logging and Fredd (also both from the U.K.) will also help kick off the weekend of Loony with a pre-party party. Come as you are or dress in Loony attire or other costume and make it a fun night! Most of all, don't forget the U.S. National Official Monster Raving Loony Party on October 21 at BCYC.

### Something Else New

At the Monday evening board of directors meeting, the porch shade structure was approved. It is now in the permitting stage. It shouldn't be long before this project is complete and we can utilize the features of that pass through window, bar, patio and grill without being quite as "grilled" ourselves. Of course, we can still huddle under the carrotwood tree as a club tradition, but we will have more places to huddle if we wish. Special thanks to Luther, Candance, and Hal for helping with this.

### Clam Bayou Cleanup & Workday

The Clam Bayou Cleanup had been officially declared our workday project for September. As boaters and as a part of the community, this effort is a positive representation of our presence as a part of this community. Unfortunately, Gordon and the related rains caused a cancellation. However, a rain date was scheduled for next Saturday, September 23. We hope to

(continued on page 3)

## Rear Commodore's Report

(continued from page 2)

have a good turn-out. Even I am uncertain of my availability that day but I sure am going to try.

Despite the threatening weather, a number of people showed up. The ones that I am aware of are Cheryl and Brandon Martin (he was also there as a scout member), Brett Brunner, Luther Ross, Hal and Joy Feininger, Dave Hopkins, Bruce Sinclair, Barb Myer, Doug and Rhonda Fuller, Brian Franson, Phil and Ursula Raia, Ed and Loni Heyman, Chris Vocar and family, and yours truly. Some showed up at the club and heard that it was rescheduled so I don't have their names. Thanks to all that showed up. Hopefully, next weekend turns out well with a good showing again.

Thanks to Mixer who is still working on the irrigation system re-installation, to Greg Zajdel who is doing some additional work on the shower re-installation by the boat ramp, David Hopkins who has offered to help with small boats, and to Don Davis, Hal Feininger and Dave Hopkins for their efforts in getting the Gravelly in for repairs.

### New Members

In case some of you haven't noticed, we have had 21 new memberships this year! Great job, Marie and Colin! There has been a high level of enthusiasm and involvement from the current new members and those that have joined this past year. Not only is it appreciated, we are proud to have so many new members that want to be positive and active members. Keep it up and thanks!

### Sailing School

While on the subject of positive and active members, don't forget Sailing School is in progress. I helped with registration and I still find it absolutely exciting to see the start of another successful Sailing School ses-

sion. Please, support and help in whatever way you can, even if it is only for an hour or two. Every bit helps. One of my favorite sayings: "Teamwork is the fuel that allows common people to produce uncommon results." Sailing School truly sets us apart from many of the "social" clubs out there.

### Installation Banquet

We are in the final stages of arranging the details of the Installation Banquet in January. Unless something drastically changes, it will be Saturday, January 6th at the Belleview Biltmore. We have investigated the various aspects of it and found varied amenities, including an indoor pool and spas, both a fun and service-oriented staff and a wonderful ambiance. Several of us have dined there on two separate occasions. The food was delicious and well presented, the service very accommodating. Start planning now. Plan to spend the night if you can — there's quite a bit to enjoy there. More details to follow.

Chanting the Commodore's latest mantra: "**Night on the Bay...November 4th,**"  
Marlene



## Public Relations

Cheryl Martin

### Coming Soon:

11/4 Night on the Bay

12/9 Lighted Boat Parade

If there is anything I need to be promoting, please let me know!

### Advertising:

We are starting to get advertising for the 2001 Directory. Please help. If you know anyone who would like to advertise, please contact me.

### Web Site:

Each committee chairperson needs to submit information on their committee and review the information on the website to keep it current. We also need more photos for the Home Page.

## Coming Soon...



**Boca Ciega Yacht Club  
Lighted Boat Parade  
December 9<sup>th</sup> 2000**

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## Fleet Captain's Report

by Rick French

The updated wet slip and transfer lists are posted on the board at the club. If there are any questions involving them, please contact me at (813) 884-0944, or at my e-mail address, jefrench@gte.net. Please do not add or delete any names on any lists before first notifying me. It makes it easier for me to keep the lists current.

The top three on the 35 ft. waiting list are Jim Meyer, Erik Hausch, and Tom Carlin. The top three on the 30 ft. waiting list are Bob Adams, K Bass/M Brooks, and Roy Young. The top three on the 25 ft. waiting list are Ketch/Sandy Neel, Mixer O'Keefe, and Bruce Bryan.

The top three on the 35 ft. transfer list are Gleaton, Trowbridge, and Brangaccio. The top three on the 30 ft. transfer list are Mensching, Johnson, and Clyde O'Donnell. There is no one on the 25 ft. transfer list.

The tie downs in the parking lot are now set up and it is time to put them to work. Strap down both the trailer and boat when they are not in use. Also, make sure your trailers have your name on the tongues and current tags on them, and boats in the wetslips have double lines on them.

See you out on the water.

Rick

## Commodore's Corner

(continued from page 2)

I promised him BCYC would be on its best behavior for the "Night on the Bay." Once again this is just another rumor started by George and you all know what kind of crazy stuff he can IMAGINE. The party starts when YOU get back from Sail Expo.

It's now time to put this down and go sailing. Have a Happy Dream,

Brian

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### SUNDAY AFTERNOON SAILOUTS

Past and just graduated Sailing School Students are welcome to join us on the second and fourth Sunday of the month for a sail. Take advantage of the under-utilized daysailers and enjoy some time with old and new friends out on the water. We meet at the clubhouse at 1:30 PM.

For more information please call Larry Pointer @ 727-393-0987 or Tom Hicks @ 727-725-2882. See ya there!!!

### Windjammers Training for Race Committee

Windjammers of Clearwater will be conducting a training session on how to run and administer a race or regatta as part of the official race committee. On-the-water practice may be arranged. No charge, all are invited. Thursday, Oct 12, at the Clearwater Community Sailing Center, 7:15 PM. For further info, contact Lewis Lederer, education director of Windjammers, 727-531-6173 or education@windjammerssailing.org

## SECURITY NOTICE

We regret to inform the membership that one of our members reported their motor missing from their boat stored in the dry slips. It was discovered on Sunday, September 17, 2000.

When something like this happens to one of us, we all feel it. If you have recently noticed anything unusual or suspicious, please report it to an officer as soon as possible. As always, if you see anything suspicious occurring at any time, please contact the police department immediately.

If your boat, motor, trailer, etc. is not secured, please consider doing so. We all want to do as much as we can to deter a repeat of this occurrence. Please keep this in mind regarding the clubhouse also. The thought of being seen as an easy target for thieves is at the very least, disturbing.

Marlene Shaw



## RAFT UP 2000 OCTOBER 7 and 8

Mark your calendar now for a great weekend of water sports and good fun!



The third annual watermelon sailboat regatta will be held at 1600 Hours (4:00 PM) on Saturday. This is an excellent opportunity for members of all ages to get into serious sailboat racing on a very limited budget. The trophies are beautiful and you don't need a large boat or crew. Any vessel with a watermelon hull that can sail a down wind course qualifies. There is no limit on the rigging or sail plan so start planning now!

The beer keg will be tapped and the traditional BCYC tug-of-war will be held at 1700 Hours (5:00 PM), immediately preceding dinner. So Racers and Cruisers: start planning which big, strong, friend ("ringer") you are going to invite to our Octoberfest evening!

### OCTOBERFEST DINNER

will be served at 6:30 PM. That's Wisconsin Bratwurst on a Bakery Roll, Sourkraut, Corn-on-the-Cob, Potato Salad, Sweet and Sour Red Cabbage, and a keg of Ice House to wash it down, for \$8.00 each or \$15.00 a couple.

AND the band will crank up at 7:30  
**RAFT UP Sunday, October 8<sup>th</sup>**

starts with a skippers meeting at 900 Hours on Sunday and we will start building the Raft one hour later.


*Night on the Bay November 4 Night on the Bay November 4 Night on the Bay*

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## The Eagle Can Still Soar

by Phil Raia

The time is 1942 and I am a seven-year old child growing up in Brooklyn, New York. With the world at war, it is not the best of times. However, it is the golden age of radio and I have my heroes. My number one hero is Superman. With a new pair of *Keds* and a bath towel tied around by neck, I *was* Superman. I could run faster than a speeding bullet. I could leap tall buildings with a single bound. I was more powerful than a locomotive (I could stop my Lionel trains with my bare hands.) And I could fly. The only problem was my mother would not let me jump off the roof of our three-story apartment building to prove it. I had to listen to my mother because she had complete control over me, but only because she had a secret stash of Krypton.

Fast forward to the present: I am entering my second childhood. My toys are bigger and more expensive, and I can fly, literally. Not above this planet and not through the medium of air. But through the medium of water and under the surface of this planet which is covered with water. I am a scuba diver.

Scuba diving is very similar to flying, only you do not need an airplane or any other flying device. In preparing to fly, you suit up in special gear. The flyer puts on a Nomex flight suit to protect against fire. The scuba

diver puts on dive skins also to protect against fire — the sun's rays, and against some elements beneath the surface of the waters. The flyer wears a parachute in case he must leave his machine and "float" back to planet earth. A scuba diver wears a BC (buoyancy compensator) in case he needs to float back to the surface of planet earth.

The flyer needs to breathe oxygen through a mask in order to live above the earth's surface. A scuba diver needs to breathe dry, compressed air through a mask in order to live beneath the surface of earth's waters. The big difference between a flyer and a diver is the flyer needs an airplane to fly while a scuba diver "flies" his body.

I'll be "flying" a special mission shortly, and I hope that you will come along.

I think of each dive as a mission, each dive site as a target, and each dive vacation as a tour of duty. This tour of duty is on the Caribbean island of Curaçao in the Netherlands Antilles. The island is located 35 miles north of Venezuela, 42 miles east of Aruba, and 30 miles west of Bonaire. The indigenous population is very friendly and you can drink all the water you want without fear.

The "ship" from which we shall be launching, the *S.S. Habitat Curaçao* (S.S. stands for small ship), is a fifty-foot dive boat with a maximum capacity of 24 "flyers." My "fuel" is contained in an 80 cubic foot aluminum tank, which I carry on my back attached to my BC. It is filled with dry, compressed air to 3000 PSI (pounds per square inch) and weighs about forty pounds. Minimum fuel is back on the "deck" (dive boat) with no less than 500 PSI. The mission starts with the gathering of my equipment and a pre-flight inspection of all of my operational gear. Just as in flying, I have

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### 2001 Officer Slate

The Nominating Committee has presented the slate of flag officers and directors for next year. We have one unfilled position on the slate; the Board of Directors needs one more member for the term of 2001-2002. It is everyone's responsibility to see that we have the best slate. The election is at the November meeting. The slate is as follows:

#### 2001 Flag Officers

Commodore: Candance Sabella  
 Vice Commodore: Marlene Shaw  
 Rear Commodore: Barb Meyer  
 Fleet Captain: Bryan Pridgeon  
 Secretary: Pat Davis  
 Treasurer: Ed Heyman

#### 2001-2002 Directors

Doug Fuller  
 Joel Heyne  
 Phil Raia



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# The Loonys are coming!

Mark your calendars!

Sir Andrew EdBanger & Lady Marlina proudly presentS the 4<sup>th</sup> annual loony party in florida And

The first annual celebration of the “new”

‘UNITED STATES NATIONAL OFFICIAL MONSTER RAVING LOONY PARTY’

**SATURDAY, OCTOBER, 21, 2000**  
**6:00 p.m. UNTIL ??? (WHATEVER!)**



Jollity, Merriment, Hillarity, Muse, Comedy, Live Music, Surprises!

ATTIRE: Party colors are **YELLOW** and **BLACK** and **PURPLE**. One, or any combination of, will present you in proper attire. For the more **adventurous** loonys, any “**mad-hatters**” attire would be most suitable. Speaking of hats, **hats are in (top hats, derbys, easter hats, whatever!)** and so are campaign signs and posters (to support our Unofficial Write-in Official Monster Raving Loony Party Presidential (Hollywood Dave) and Vice Presidential (Sir Andrew) candidates. **After all, this is an election year and their first policy is to put the party back into the Party!**

Entertainment may include (but may not be restricted to):

Hollywood dave & the hotheads

u.k. Rock’n’roll loony party leader, screwy driver & lovely lady gertie gussett

chairman of the u.k. rock’n’roll loony party, rockin’ dave robbo

mystery guests from the u.k. o.m.r.l.p. - Rockin’ rudy medrano

Roadhouse mike - z.z. zajdel

The new line-up of the Florida swamp dawgs

b.p. (fingers) franson & the fransonettes

the fabulous marlene monroe, maybe even her cuzzin

the late henry henderson (he’s a dead man)

amazing barnaby with his spellbinding magic

lead zepperlinn’ – moodonna - frank sumatra

the strolling bones - the honourable rico suave

the inimitable comedy of g. david howard

& special guests from the u.s., u.k. germany & canada

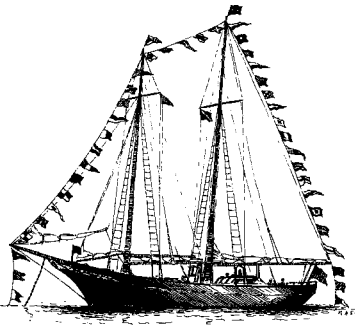


This is a bring food & beverages to eat & share deal.

Prizes for the best Loony attire and the best campaign poster!

If you are planning on being a part of the entertainment, please contact Sir Andrew. we have a plan... well, sort of, but we will if you let us know your plans.

**To support the Party party, merchandise is now available to purchase:  
 T-SHIRTS, LOONY BADGES AND LIFETIME MEMBERSHIPS (\$10)**



## FLAG OFFICER

by Sir George Freund

Only one to report this month folks!

Not that we have become a club void of faux pas — the guilty just did not show up at the last meeting to collect their due.

You all have heard, probably to the point of redundancy, “when Nina goes on a cruise her engine dies.” Well, this time, Nina did not even get *Trust Me* out of the slip before — you guessed it — the engine died. Nina, it sure is nice to have someone you can count on.



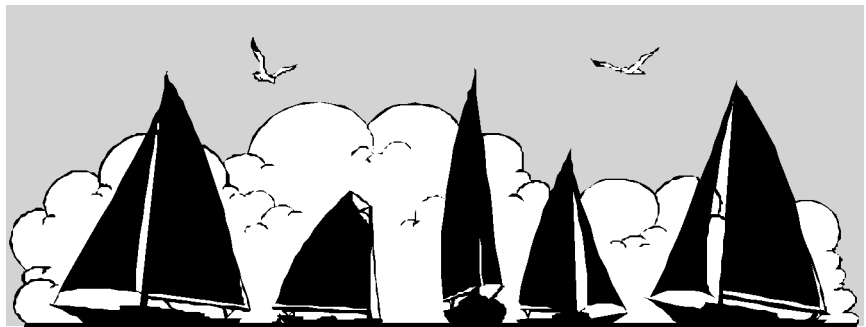
## Racing

Lisa Glazer

My luck will have to change soon when it comes to boating. Jack and I spent a very short time in the Bahamas aboard the Big Red Boat when it was seized by their creditors and we were sent back home. Thinking, “At least I have race day to come home to,” here comes hurricane Gordon. Needless to say, the first race of the fall series was called off due to a bit of wind. We'll try a gulf race again on October 22nd, 9am skippers meeting.

The next meeting I'll be handing out trophies for the spring series and the night race, see you there.

Next race day: Sun Oct. 22nd  
Gulf race 9am skippers meeting.



## Cruising

Brett Brunner

What a great time we had on the Labor Day three-day cruise! Some cruisers went on the inside, some on the outside and, from the sounds of it, everyone got some sailing in, which is what all this is about. When we arrived at Twin Dolphins, the people in the office were especially nice; they had most of our boats on one dock. Yes, it was a hike from the pool, but we need the exercise. The first night the Planetarium had a laser show to Jimmy Buffet music. Everyone that attended it thought it was a lot of fun. We had a poolside party prior to the show and people got together afterwards to eat at the Twin Dolphins restaurant.

Sunday was mainly pool time and museum time with everyone doing his or her own thing. We did have a dock party Sunday night, down by the Tradewinds, dancing on the dock and drinking on Tradewinds.

To our dismay, we found out the town more or less closes up on Sun-


days and holidays. But Tom Hicks made friends with a man that owned Court Café and they opened up for breakfast on Monday, just for us. It was a wonderful breakfast, too. Thanks, Tom.

We had 24 boats sign up for this weekend and 17 boats made it. Jack, Lisa, Don, Ruth, André, Joyce, Tom, and Nina and family did show up on Saturday without their boats for various reasons. It was nice of them to join us for a fun time.

We are looking forward to our next cruise. Actually it will be the Raft Up on October 6 and 7.

Be advised that in November the club has usually 10-12 boats that head south for one week. They will leave November 18 this year and return on the 26th. The plan is to head to Venice, Boca Grande, Burnt Store, and Useppa. There is usually one overnight cruise and the rest is an anchor out with parties on each other's boats. Please let Tony Angel know if you are interested.

Brett

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## Coming and Going

Two new members have joined us at the September meeting. One is attending Sailing School this fall!

### Patricia A. Kurtz

I live with my family of five cats and six parrots in Winter Haven. By profession I am a middle school math teacher. I also serve as Commander of Flotilla 71 of the U.S. Coast Guard Auxiliary. One of my responsibilities is boating safety education, and my specialties include teaching navigation, rules of the road, navigation markers, and weather.

I am a member of the Tall Ship Society, which is how I found out about BCYC and Sail School. I have sailed as part of the working crew of

HMS Bounty, climbing and repairing rigging, assisting in navigation, and other duties, including a seven day sail from St. Pete to Charleston, SC.

My hobbies include working in stained glass and fishing. I look forward to learning as much as I can about sailing and hopefully owning a sailboat in the near future.

### Fleet Lindley

I was born and raised in Springfield, Illinois. After graduation from college, I went into the computer field and eventually worked into management with the Hertz Corp. in Oklahoma City, OK. I moved to St. Petersburg to begin my computer consulting career. Most of my contracts are out of town (Disney, Publix), but I usually have several-month stretches when I am off-contract. I had been a golfer, but after living here for a couple of years, I have decided to switch hobbies to something a little more inter-

esting and a lot less aggravating (I hope!). I have bought a used MacGregor 25, and after doing a little refurbishing on it, I will soon attempt to sail it. In order to achieve that goal, I have enrolled in Sailing S-school and hopefully will be off and sailing. Wish me luck; and all advice is cheerfully accepted.

## Coming Events:

### Raftup

October 7 & 8  
Tug of War  
Watermelon Race  
Party (Saturday night  
featuring Holiday Dave)  
Raft-Up (Sunday)

### Island Cup Race and Island Party

Hosted by Windjammers  
October 13

### Loony Party

Pre-party: October 20  
Limey's Pub!  
The Real Thing: October 21

### Sail Expo

November 2-5

### Night on the Bay

November 4

### Lighted Boat Parade

December 9

### Installation Banquet

January 6  
Bellview Biltmore

### January Pixy Sunfish Races

January 2001

### Sunfish Regional Championship Races

April or May 2001

## CHRISTMAS BOAT PARADE 2000

Our 15th annual boat parade will be on Saturday, December 9th.

This parade has become one of the area's most successful (23 boats last year), so get your plan in gear now and help make this year the biggest and best ever.

Remember, the post-parade festivities include a gala party (complimentary Pina Coladas), a super awards ceremony (prizes for every skipper) and if you're in good voice — a Christmas "sing along."

So, carve the "9th" in your date book of important things to do and get set for one GOOD TIME.

For details—call George  
(H) 867-8397, (O) 345-3575,  
(C) 403-0947

## New Members

Please clip out and save with your directory.

Patricia A. Kurtz  
927 S. Heron Circle  
Winter Haven, FL 33884  
863-325-9709  
Fleet Lindley  
8203 Eagles Park Dr.  
St. Petersburg, FL 33709  
727-541-2378  
e-mail: fleet1@mindspring.com

Address changes:

Jim and Jan Poluse  
313 Bay Arbor Blvd.  
Oldsmar, FL 34677-4664  
813-925-8581  
Bill and Dorothy Casey  
12685 Ridge Road  
Largo, FL 33778-1813  
727-559-7731



## Nautical Fleas

This is the club's want ads, free of charge to members. Should you wish to advertise your boat or boat accessories here, e-mail the Windword or fill out the "Fleas" form and drop it in the mailbox. You will find both just to the left of the side door in the clubhouse (right under the Sailing School Volunteer poster).

## The Eagle Can Still Soar

(continued from page 6)

a wingman (dive buddy/first mate) and we both have call signs. My call sign is Eagle and my wingman's call sign is Seafarer. The wingman's position is very important and a position of great trust as she protects her leader's "six." When we finish pre-fighting our equipment, we attend mission briefing. Today's mission is an unarmed reconnaissance (no dive knife) and the target area is Vaersenbaai. We are to be on the lookout for any activity out of the ordinary. We also will be on the lookout for "bandits." Sharks, of course, and Angelfish, especially the French Angelfish. Although the French Angelfish is not a direct threat, it is a threat because it will give away your position. This fish, appropriately named, has a big attitude problem. All the other fish in the sea will either ignore you or swim away from you if you try to get close to them. Not the French Angelfish. This fish will get right in your facemask with a look that shouts, "What are YOU doing here?"

The target, (Vaersenbaai) will be a wall dive that starts on a fringing reef in thirty feet of water and drops off to unlimited. To imagine a wall dive,

think of the Grand Canyon and all of its flora and fauna. Now fill it with water (as it once was) and instead of walking the "walls" of the canyon, you "fly" up and down the walls as a manta ray. That is wall diving.

At the conclusion of the briefing, we "suit" up and prepare for "takeoff." We have entered the target area and, since this is a max effort mission, we shall be "launching" from both the left and right "catapults." I'm already in my dive skins and, because it's "cold" in this medium of water (water absorbs body heat twenty-five times faster than air), I put on a 3mm wet suit to prevent hypothermia. I also "slap" on fourteen pounds of lead to counteract my body's natural buoyancy. I then put on my gloves and slip into my BC. Seafarer and I check out each other's equipment and ensure that the air valve is fully opened, then turned back a half of a turn, and that we have, at least, 3000 PSI of air. When all is secure, I put on my dive mask and fins. My total body weight is now approximately 230 pounds! Seafarer and I wobble to the catapults. I'm on the right; she's on the left. It's 1000 hours and the ambient air temperature is around 94 degrees and we are hot with all this gear on. We signal to the launch officer that we are ready for takeoff. With one giant step for man, we enter the water and immediately become weightless and the temperature drops to 84 degrees. It's a good launch and we give the launch officer the OK and prepare to dive.

On the surface, the pressure on the body is 14.7 PSI and as you descend the pressure increases rather quickly. The first critical depth is around ten feet and you must clear your ears by fifteen feet, as the pressure is now approximately 22 PSI.

Seafarer and I assume the dive position, head up and feet down. To make sure that there is no air in our BCs, we press the air release valve and, simultaneously, exhale the air out of our lungs. Since we are neutrally buoyant, if we had air in our lungs, we would not be able to descend. We descend together, watching each other to ensure that we clear our ears. My ears clear first at around ten feet and Seafarer's ears clear around fourteen feet. We give each other the hand signal that the mission is a go. All these missions are "flown" in complete radio silence so as not to give away our position. Another reason is that when we first started scuba diving, about three years ago, Seafarer got so excited about all the beautiful fish, coral, and reefs that we saw, that she tried to tell me about them while we were still underwater. That was the original "gargled" communication. Hence, *all* missions are flown in complete radio silence.

Having safely cleared the first critical phase of the mission, we transition to the modified "Superman" position, slightly horizontal with the head and shoulders down but arms and hands tucked in close to the body to a streamlined position. The visibility is about 60 feet so I signal Seafarer that we'll level off at sixty feet. Passing 33 feet, the pressure now on the body is twice what it was on the surface and it is squeezing all of the trapped air out of all of our gear. Passing 40 feet, I put a puff of air into my BC to slow my rate of descent. At 50 feet, I put another puff of air into my BC to stop my rate of descent and take control of ascending and descending by just using the air in my lungs. I level off at 61 feet. Seafarer takes her position off to my left side and we begin our reconnoitering.

In only a short while, I spot what looks like an entire "squadron" of Creole Wrasses. They are high, at my



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three o'clock position. I signal to Seafarer that I am going to try to enter their formation and follow them. I check for bandits (i.e. French Angel-fish), and, seeing none, I start to maneuver into position. They look to be at about forty feet, so I begin to inhale slowly in order to gain "altitude." At first nothing happens, then as my lungs fill with air, my head and shoulders start to rise and I begin my climb. I turn slightly to my right and stealthily come up behind "tail-end Charlie." Since the sun is behind me, I am unobserved. I stop inhaling and begin to slowly, and as quietly as possible, exhale. I don't want to overshoot my altitude. I've found my spot and slowly work my way into their formation. I hold my position and hope that they lead me to their objective. I don't know what their objective is, but I'm hoping that, maybe, they'll lead me to another lost city like Atlantis. After a while it is obvious that a navy navigator, out for a "Sunday drive," is leading this formation.

I break out of this formation and, as I am about to rejoin with Seafarer, I think that I see two SAM sites (Surface-to-Air Missiles) at twelve o'clock, low. We have not yet detected any "enemy" radars, but one cannot be too cautious. I signal Seafarer that I'm going to take a "look-see." This can be very dangerous. My dive mask, in combination with the water and the space behind the lens, makes objects appear to be 25% closer and 33% larger than they actually are. I'm going to have to go low in order to make a positive identification. In addition, our "altitude" limit for this mission is 130 feet. Here is where I earn my paycheck.

Since the "target" is dead ahead, all I need to do is descend and do a "fly-over." I start to exhale, at the half way point, my head and shoulders begin to fall. I'm still exhaling and my rate of descent is increasing rapidly.

I'm soaring down, deeper and deeper. Sixty feet, seventy feet, still too far away for a positive identification. Eighty feet, target is coming into view, ninety feet; I can make out the target. It's two Sand Diver fish sitting on the bottom waiting for their next meal! The bottom is rushing up to meet me. The recorded depth in this area is 110 feet. I start to inhale, filling my lungs with air until they feel like they are going to burst rate of descent slowly reaches zero and I start to pull out from my dive. I check my "altitude";



I "bottomed out" at 100 feet. I spot Seafarer and rejoin her at sixty feet. Seafarer signals that it's RTB time (return to base/ship). I check my "fuel", 1500 PSI. Check the time, we're forty-five minutes into this mission. Then I check my compass heading, set the reciprocal heading, turn to that heading and make for the boat.

So far, so good. We have been undetected and we are egressing the target area. Suddenly, I see what looks like flak clouds ahead and I spot some antennae "coming on line." I'm surprised because we were briefed that there were no AAA batteries in this area. Well, as leader of this flight, I have to check it out. I rapidly descend and spot the "gun." It's an Elkhorn coral that is spawning! Spawning season for corals isn't until October and it is still August. I guess even in nature there is some premature spawning.

Next is the matter of the antennae. I spot the brain coral from which the antennae are active. I descend lower and spot a humongous lobster hiding under this brain coral. Mystery solved.

Seafarer and I are getting low on fuel and desperately need to locate our boat. It's such a big ocean and such a little boat. Seafarer spots the boat first; it's off a little to our left. We can now

see the boat and it is "recovering flyers." "We start our ascent and release all of the air in our BC as we enter the holding pattern, 15 feet for at least three minutes. We are neutrally buoyant and maintain our position by using the air in our lungs. As we wait for our turn to get back aboard the boat, I mentally prepare for the debriefing. Sea fans, corals, and sponges all appear to be in good condition. Fish are plentiful and varied. We spotted three moray eels, lots of parrotfish, a seahorse, two sand divers, a lobster, a couple of spotted drum fish plus the usual Caribbean "suspects." I'm thinking what a life those creatures have. Sleep, eat, and swim, sleep, eat, and swim. (Just like scuba divers on vacation.) It's our turn to be recovered.

Seafarer signals that she is at fuel minimums (500 PSI) so she is to be recovered first. This is the last critical phase of the mission. The "deck" is bouncing and swaying and the surf is rough. Seafarer goes for the "hook" (the recovery ladder) and gets it on the first try. She's safely aboard. My recovery is uneventful and we proceed to debriefing. My "shipmates" know about this special mission but, of course, make no big deal about it. I'm finishing my second tour of duty on Curaçao and have just completed my 100<sup>th</sup> mission. Only Seafarer knows the true significance of this mission. It's my 65<sup>th</sup> birthday and I proved that the Eagle can still soar.



Joyce Brady and family wish to thank BCYC and all our fellow members for all the cards, masses, great hugs and condolences. I know that my Mom is at peace and in a great place.

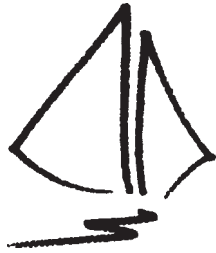
Hugs to all, Joyce



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**FIRST CLASS HANDLING**



**OCTOBER 2000**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
1  Sail School	2 Board Meeting 7:30 pm	3	4 Sail School	5	6	7  Raftup Weekend
8  Raftup Weekend	9	10	11 Sail School	12 Columbus Day 	13 Island Cup Race (Windjammers)	14  Sail School
15  Sail School	16	17	18  Sail School	19	20 General Meeting 8:00 pm Pre-party Party 9-12pm	21 Workday Sail School RhumbRunners Loony Party!
22 Racing Sail School Sailout 1 pm	23	24	25 Sail School Graduation	26	27	28
29	30	31 	<b>November 2000</b>			4 Night on the Bay 
5	6 Board Meeting 7:30 pm	7	8	9	10	11