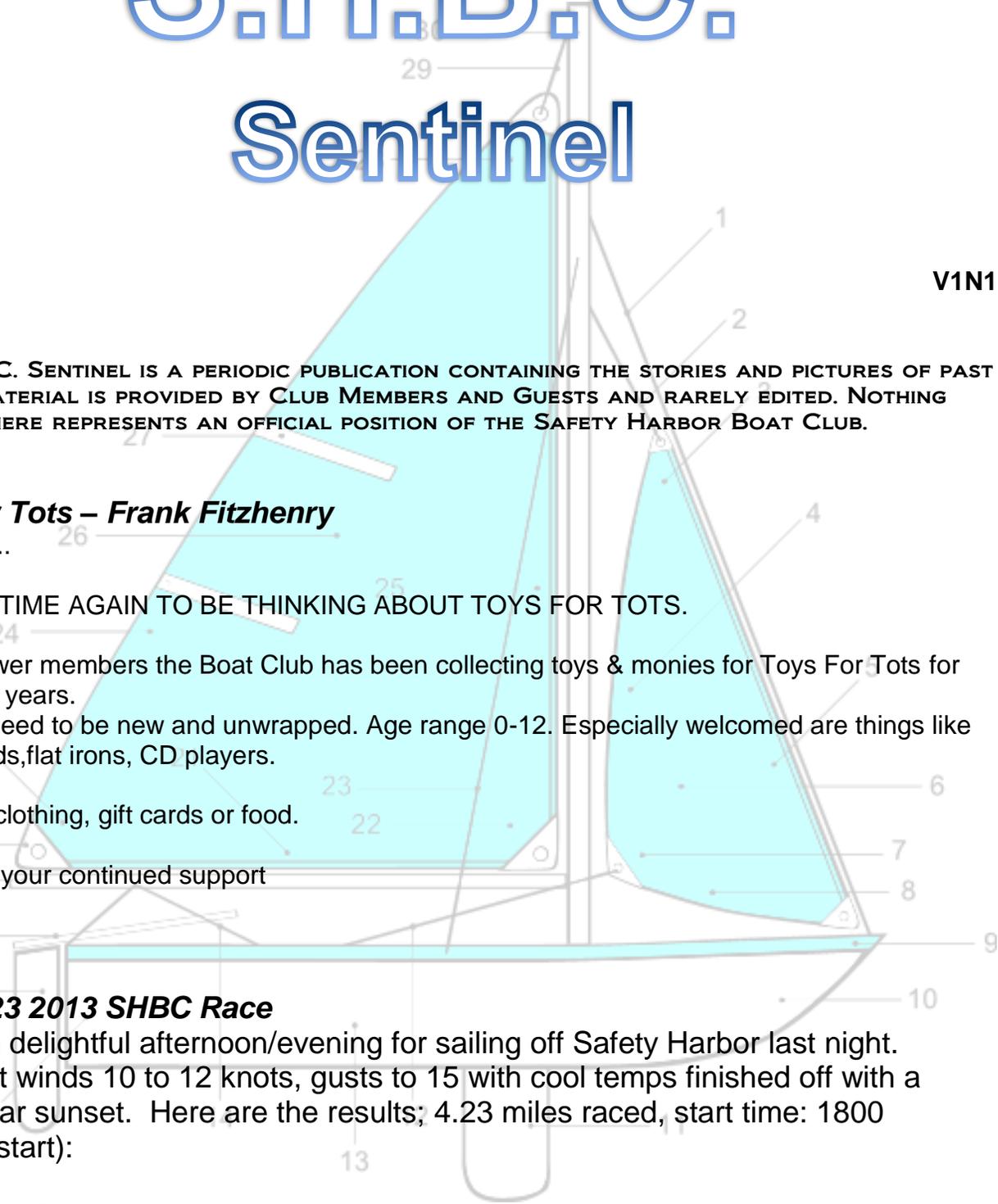


S.H.B.C.

Sentinel



Nov 2013

V1N1

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Toys For Tots – Frank Fitzhenry

HI FOLKS...

IT'S THAT TIME AGAIN TO BE THINKING ABOUT TOYS FOR TOTS.

For our newer members the Boat Club has been collecting toys & monies for Toys For Tots for the last ten years.

The Toys need to be new and unwrapped. Age range 0-12. Especially welcomed are things like skate boards, flat irons, CD players.

Please no clothing, gift cards or food.

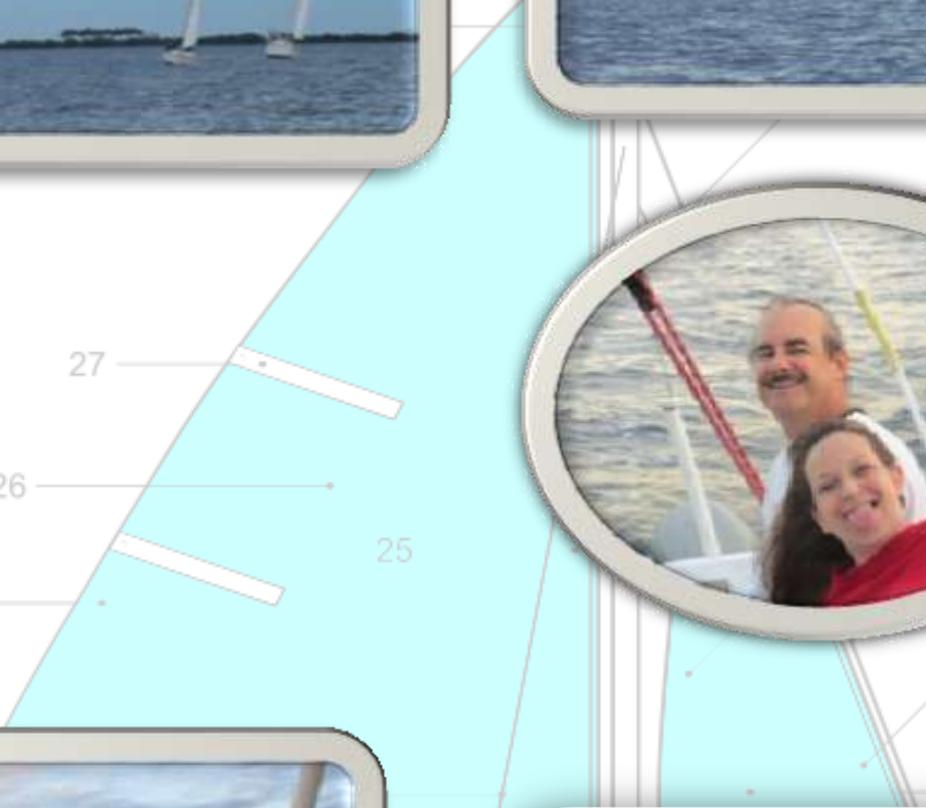
Thanks for your continued support

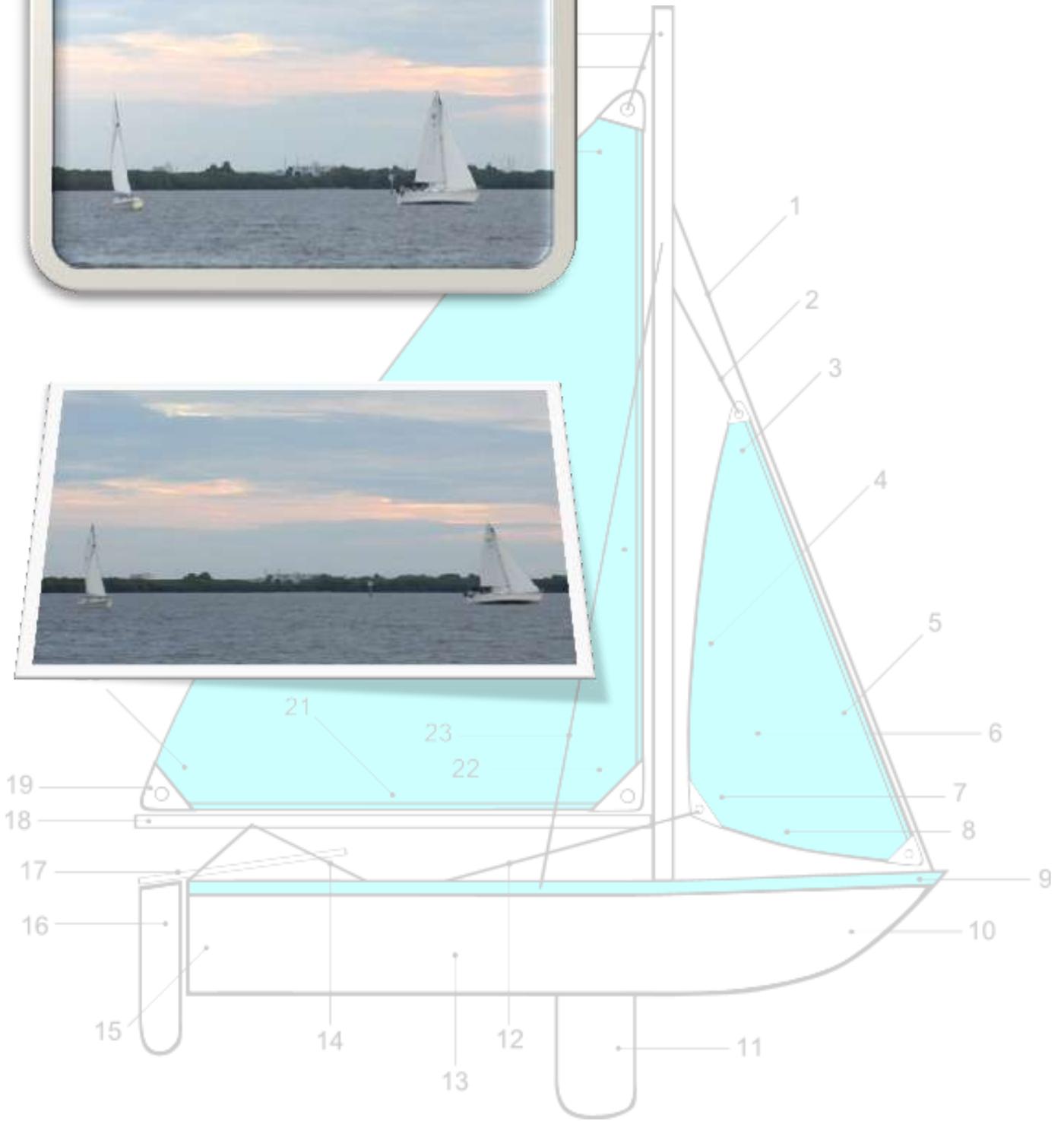
Frank

Wed 10 23 2013 SHBC Race

We had a delightful afternoon/evening for sailing off Safety Harbor last night. Northwest winds 10 to 12 knots, gusts to 15 with cool temps finished off with a spectacular sunset. Here are the results; 4.23 miles raced, start time: 1800 (delayed start):

1. Amelia - Finish time, 19:03:40; Corrected time, 19:03:40
2. Wanderlust - Finish time, 19:05:43; Corrected time, 19:03:57
3. Pegasus - Finish time, 19:07:44; Corrected time, 19:04:55
4. Incentive - Finish time, 19:13:40; Corrected time, 19:09:26





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Sat 10 19 2013 Clearwater Regatta

SHBC RACERS COMPETE "OUT OF TOWN"

Submitted by Ellen Henderson

Six SHBC racers (all either current or previous boat owners) competed as crew alternately over a 2-day regatta (Oct. 19 & 20) at Clearwater Yacht Club's (CYC) 37th Annual Clearwater Challenge on the Gulf of Mexico off Clearwater Beach. Our sailboat entry was "*Tara*", a Hunter 33.5, wing-keel, fractional rig with a borrowed 150% headsail. The owner was our good friend Jack Youra, who delivered his boat to Clearwater from his slip in Holiday, FL. Jack also "manufactured" his own whisker pole, which worked quite well in the light winds.

This was the second regatta in the Gulf Coast Boat-Of-The-Year Series, in which we competed on "*Tara*". The prior race was the Dunedin Cup, held on Sept. 28 with 22 competitors.

The festivities started off with a FREE rum & vodka party prior to the Skippers' Meeting, which Barry Fox, boat owner Jack Youra and Ellen Henderson attended, while checking out the competition from the scratch sheet and pre-planning our racing strategies. Each day CYC also provided a free continental breakfast to energize the racers before the competition.

On the first Clearwater Challenge race day, (Sat., Oct 19) our mostly SHBC crew was helmsman: Jack Youra, jib trimmers: Mark Lewalski and Brian Garry, main trimmer: Jack Meyers and tactician: Ellen Henderson. The courses utilized dropped marks, placed shortly before the start, with the race committee's (R/C) goal of a perfectly square start line. We had only one postponement, because of the wind direction shifts of up to 50 degrees,

We were in the Cruising "A" Division and were the first start. Our boat "*Tara*" opted to start on port tack working our way down the line from the pin end, as did most of the boats behind us, with the wind shifts and light air, it was heavily port-tack favored. We were the second boat over the start line, behind "*Illusion*", a Catalina 36 in a tight squeeze between boats, with "*Vahala*" pushing us up. The first windward leg was 2.2 NMI. and was our toughest slog of the 5-leg 9.35 NMI. course. We were experiencing nearly 50 degree wind shifts. We rounded the first windward mark at

11:00 after a slight confrontation with "Challenger" a Morgan 33'. We had approached the mark on starboard, but the current was stronger than the wind and we had to do a last minute tack onto port, forcing us to duck "Challenger", who was about to round the mark.

During the 2nd leg, the wind shifts had moderated to only 30 degrees, while the wind velocity slowly increased. Jack Y. had helmed during the first 2 legs and Ellen H. took over the helm on the wind-on-wing leg. The boat speed was up to 4.2 kts., on a mostly due-North heading. On the 4th leg Jack Y. was back on the helm on a beam reach. With the wind increasing, "Tara" was now zooming up to 6.5 kts. Brian G. was literally jumping up and down with delight. For the last leg, the R/C moved the Finish Line back to its original Start Line position, because the current was affecting the position of the Signal Boat's heading. We finished in 6th place, corrected time, due to the earlier light winds. Jack Meyers declared that he had learned a lot this day on his first big Regatta.

The post race FREE BEER was great for exchanging tactics and strategies with our competition. There were 11 boats registered in the Cruising Class. CYC also made available a very nice dinner complete with dessert.

DAY 2 (Sun. Oct. 20) brought even lighter winds, but with a 40% fresh crew on "Tara", we were hopeful for a good race. New to the team was Barry Fox on the Main and Foredeck and Co-Tactician with Ellen H., who also did foredeck duties. Also new was Larry Prichett, who did a fantastic job on Jib Trim. Mark L. Stayed on as Jib & Main Trimmer and was also the Cockpit Coach. Mark helmed on the downwind leg, while our Skipper, Jack Y. resumed most of the helming duties.

There were two postponements before the first start, which was fortunate, as we were about to be pushed over the line early by "Vahala" (again), which resulted in a fending off exercise. Luckily, the R/C restarted the race. We were now in a much better position and were in second place behind day one's winning boat, "Shadow Fax", a Tartan 3000. We were able to prevent "Chances R", an Endeavor from passing us to leeward. Most of the fleet behind us tacked over onto port, but we could see there was much better (though light) wind on the left side of the course. We held second place until just before the windward mark rounding, when "Sail Dance", a Cal 29' squeaked in ahead of us. However, we were still very encouraged,

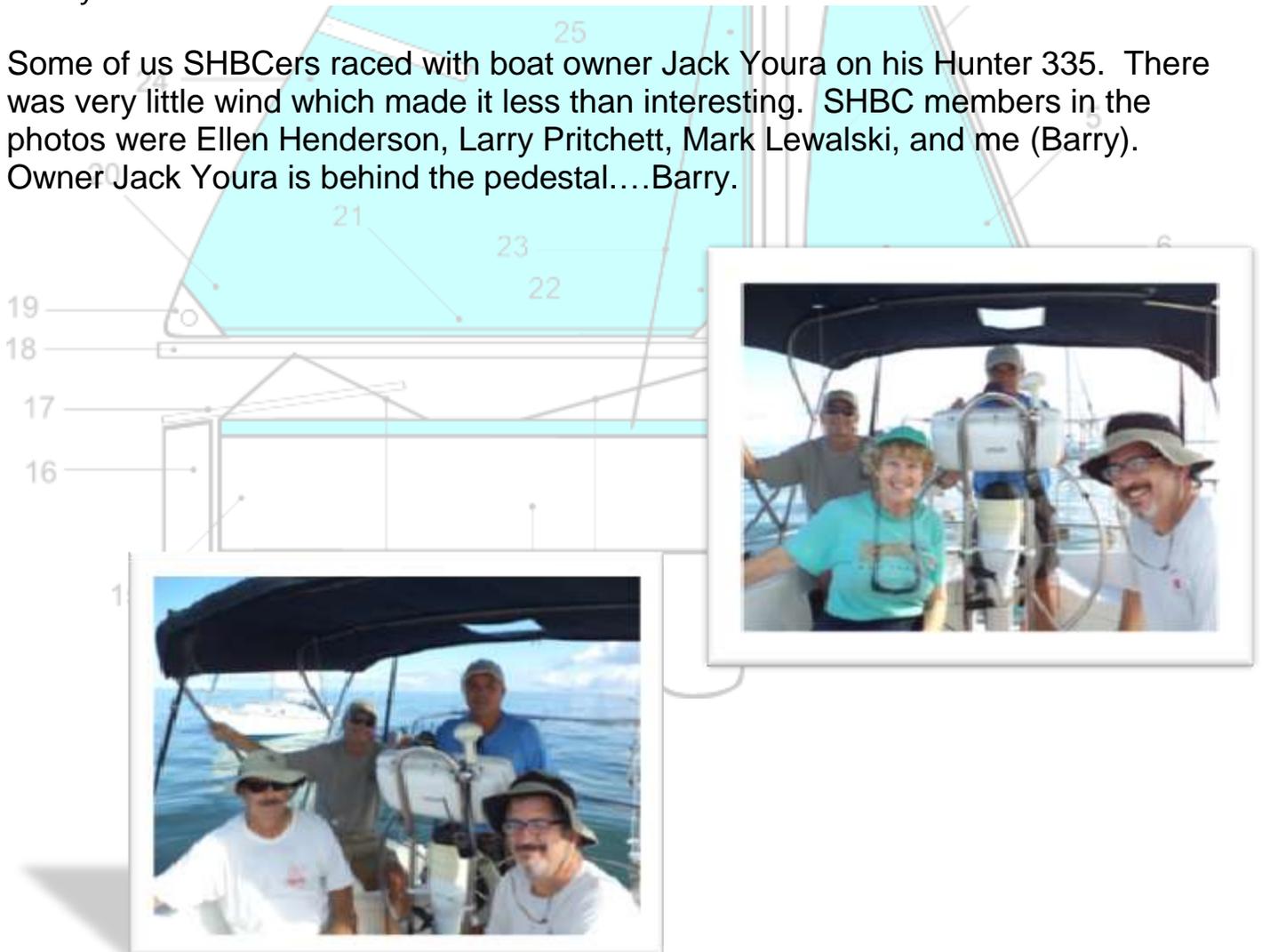
as we were in a much better position than the previous day. This day's wind was N/NW, instead of the prior day's W/S/W direction.

On the second reach leg, we 3 lead boats went North of the Rum line to catch the fickle wind lines. There was a fair gap between our group and the rest of the fleet. However, the wind-gods play little tricks, when we get overly confident. New wind swirled in from the Southeast and allowed the rest of the fleet to catch up and pass us by on a fetch, while our 3-boat pack had to reach down slowly to the mark. We continued to be passed on the downwind leg. However, our beam reaching 4th leg gave us a renewed encouragement, as we sped along. We finished in 5th Place.

CYC again provided FREE BEER for the post race festivities and awards ceremony.

The next race in the Boat-Of-The-Year Circuit is Sat. Nov. 2 out of the St. Pete. YC's Passe-a-Grill Club's location. SHBC Commodore, John V. Is planning to crew in this regatta. Hopefully, more of us SHBC racers will have an opportunity to crew on competing boats. Meanwhile, come out and race with SHBC on Wed's or Sat's at Safety Harbor.

Some of us SHBCers raced with boat owner Jack Youra on his Hunter 335. There was very little wind which made it less than interesting. SHBC members in the photos were Ellen Henderson, Larry Pritchett, Mark Lewalski, and me (Barry). Owner Jack Youra is behind the pedestal....Barry.



Story by Christy and Tom Potter

Oddly enough, I was on Long Island visiting family when Christy sent this to me from Florida. Where it is MUCH warmer! – Mikey.



We bought our new MagGregor 26M, sight unseen, in March and took delivery May 2013. We bought a Mac, the largest trailerable power sail boat, to mimic our snow bird lifestyle from New York to Florida. During our wait, a timeshare deposit was at the use or loose stage. In March we booked a timeshare in Ocean City, MD. for the 4 of October. We had never been to Ocean City. It was a 270 mile trip from home (Long Island, NY) and came with a boat slip! We surmised this would be the perfect shake down, give us great sailing opportunity and if the weather was bad, there would be plenty to do.

We live on Long Island, NY so it is necessary to navigate thru NYC and on to the NJ turnpike in the company of all commercial vehicles. We left at 10:00am. Five minutes into the drive Tom pulled over, saying, "We better check the trailer lights". We did and did not have any so back home we went. Happy to discover all bulbs had rotted from the salt water so off to the auto store to purchase a supply. At 12pm we began our trip again. It was a nervous ride thru NYC and across the Goethel's bridge but we made it just fine. Actually the roads were smoother than imagined. We arrived at, Ocean High, the time share resort nine hours later. We parked, checked in, and unloaded everything into the unit which had a total of 30 stairs ascending to the bedroom floor.

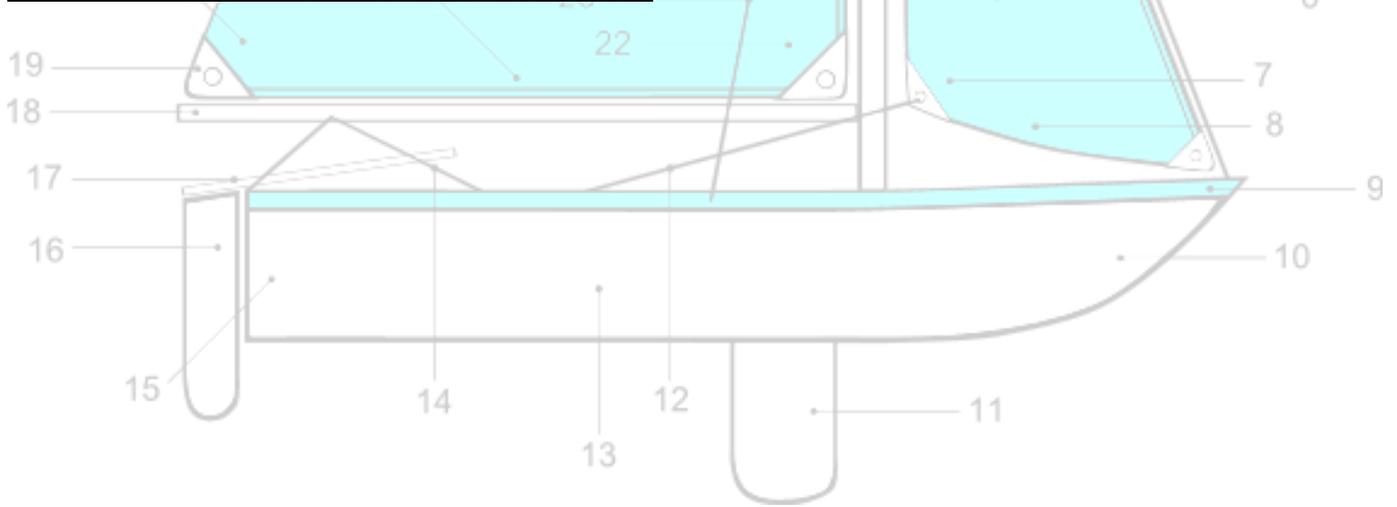
The next day our goal was to get "Watercolor" from in front of the unit to our slip directly on the

other side. We located a ramp that would allow us time and space to rig and enter the water for a \$10.00 fee.



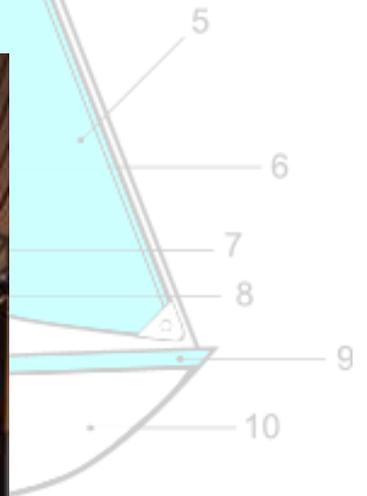


While Tom set the lines for the boat, I retrieved the car and trailer. It was close enough to walk but I was able to hitch a ride from a neighbor. The resort was kind and asked us to park the trailer in their lot. They put many orange cones around it. It remained there for the week. The temperature was unseasonably high, allowing comfortable walks on and to the beach, boardwalk and cruising. The next day the wind was 5-10 with gusts to 12. The temperature was in the high 70's. We headed out before lunch and sailed 4 hours on the Isle of Wight Bay. This was our best day sailing since we christened her July 6. It is a very shallow bay! It was a joy not having to sail the wake effects of motor and ferry boats. It would be remiss not to mention, our bag with the boom vang, winch handle and jib sheet blocks was not it the boat. We would have to do without.





A storm was coming up the coast and the weather report was not looking good for the rest of the week. The next day was rain and high winds. With the boat well secured we went off sightseeing, eating local fare and went to the IMax movie, Gravity. The marine report for the next day was ominous too but the sunset gave hope they were wrong.



I woke several times in the night from the scream of high winds. In the morning reports warned winds from 20-30mph with gusts up to 40mph and rain in the afternoon. I thought we should change the name of our boat to "Wind Magnet" for this was our experience all summer! The report was wind and rain for the rest of the week so we decided to pull her out while it was high wind but no rain. I took the car and trailer to the ramp while Tom navigated the high wind and waves to the ramp. It was interesting watching the Mac, which will "sail" without a sail due to its high profile, make it thru the narrow channel and docked boats on to the trailer. We de rigged in very high winds but we had lots of experience in our high wind open marina here in NY so it was accomplished without error.



We had detached the boat from the car and parked it locked in front of the unit. As we were warming ourselves with a bowl of soup, I got up to get something and looked out the window. I screamed to Tom "Go get the boat"! He thought I was crazy answering, "Christy, we already got the boat". I replied "Put on your rain coat, the wind blew the boat across the street"! Since our safety cable is very light we did not have chain to rap around the wheel nor did we chock it. Another lesson learned. We put the chock on the wheel and it remained secure there thru the 40mph. gusts.

Webmaster comment: The next picture is not a crash scene. Window glass distortion makes it look that way.



The next day we drove to Annapolis to the boat show. It was sprinkling not pouring. The limited crowds allowed for easy access on to all boats. I had never been on the catamarans as they expand influence over the cruising industry. After five hours I did not think I could navigate the necessary muscle to board one more boat. Here I am with Laura MacGregor Sharp, it was a privilege to meet Paul and Laura of Tattoo Yachts (keepers of the legacy as new owners of the 26M) and witness the improvements to the 26M. We enjoyed a wonderful dinner across the river and ventured back to Ocean City with plan to head back to NY with the boat in the morning. 6



We intended to leave for NY 9:00am Friday. Rush hour is not an advantageous time to be driving thru the city with heavy rain in the forecast but leaving at 6am is not an option. All was packed and ready except for one problem. We could not figure out how to put the boat strap back on. Over a half hour later we decide to leave and figure it out on the way. We pulled over at a boat dealer and he was unable to help us. Thank heaven for smart phones and the internet. I was able to find another poor soul challenged in the same way who had found the solution and posted it in pictures. Together in the rain we secure the boat to the trailer and were off. The last 68 miles took 3.5 hours. Welcome back to New York! This is the view from the Brooklyn Queens Expressway, bumper to bumper. 10 hours later we had her back parked at the side of our house without incident.

It's an adventure.



Terms of Submission:

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Mike Hembrey
Webmaster & Newsletter Editor
S.H.B.C.

