

# S.H.B.C.

## Sentinel

Dec 2014

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The S.H.B.C. Sentinel is a periodic publication containing the stories and pictures of past events. Material is provided by Club Members and Guests and barely edited. Nothing provided here represents an official position of the Safety Harbor Boat Club.

### **Condolences...**

By Mikey

I was informed that Betty Taylor and Dick Greenhalgh, who are siblings, had a brother pass away. The Safety Harbor Boat Club wishes to offer our condolences and prayers for Jack Greenhalgh, and the family members he left behind: his wife Deborah, sister Betty, and brother Dick..

### **Congratulations...**

By Mikey Hembrey

Congratulations to the Viverito's (Renee and John) on the arrival of their new grandson.

We now have a name!  
River Thoreau Viverito Farrell.  
Born 11/22/14 at 19:03, 7# 2 oz

**Editor's Note:** Dale provided this next section in time for the November issue, but I accidentally left it out. My bad! Does this mean I am fired?

## SHBC COMMODORE CUP RACE OF 10-8-2014

By Dale Cuddyback

The annual Safety Harbor Race of 2014 was conducted in 90 degree heat with five boats in contention for the race cup. The boats were:

- Wanderlust with crew of Captain "Roof" and Ron
- Amelia with crew Captain Barry, "Aussie" Chris and Yvette
- Pegasus with crew Captain John and Ellen
- Incentive with crew Captain Dale, Marty and June
- Jewel Ann with crew Captain Jack and Ed

The race course was a two loop race from a start/finish line off the Safety Harbor pier to the club's white marker, located over a mile away from the start towards the Courtney Campbell Causeway. The boats were to sail from the start to the white buoy, back to the start/finish line, return to the white mark and after rounding it the second time return to the finish line for the finish. Sounds easy enough, right?

The start was sounded a little late at 2.51pm during low tide. While jockeying around waiting for the start the boats were courting grounding on a sand shoal not far away from the start. Surprisingly, only Incentive went aground. Several other boats may have touched and wouldn't admit it. Incentive got off easily enough although a slight pucker factor was evident.

But the fun was only starting. The white mark was to windward and the boats had to tack to get to the buoy. The tacks chosen by several boats were such that eventually it appeared that they had abandoned the race and were headed to restaurants. However, all boats managed to round the first mark with Amelia leading the way.

The boats had spread out but were heading back to the start/finish buoys as planned in the race. Amelia, Wanderlust and Pegasus in that order were in the lead and finally rounded the red buoy forming one side of the start/finish line. Incentive and Jewel Ann arrived at the red buoy sometime later with Jewel Ann in the lead. At this point the facts get confused but as observed on Incentive, Jewel Ann hooked the red buoy and appeared to tow it some distance, maybe to prevent Incentive from rounding the buoy. Incentive's crew hailed to Jewel Ann to let the buoy go so Incentive could catch up and round it.

Incentive finally successfully rounded the red buoy and started back for the white buoy again. Wondering where Jewel Ann had gone, Incentive's crew looked back and observed both crewman of Jewel Ann popping a cool one and laughing so hard they could be heard all the way to the bystanders on the pier. The racing rules clearly state that any boat touching a buoy has to do a 360 degree penalty turn. But in their case they weren't interested in rules. No one else cared either. They finally let go of the red buoy and started back to the white buoy to finish the race.

The fun was not over. As the last four boats approached the white buoy, the formidable western sea breeze arrived and created real havoc. Wanderlust was closest to the buoy when the sea breeze arrived and the strong wind caused the boat's mast to almost get knocked down from port to starboard and the crew to white-knuckle in hanging on to the boat.

I can't write knowledgeably about Pegasus's reaction to the wind but I later noticed that captain John was not as tan as he was at the start of the race.

I especially cannot write about the language on Incentive when the wind hit but when I opened my eyes we were headed the opposite direction and all sails were flogging.

I also don't know what happened on Jewel Ann but I figure they just popped another cool one. Cool crew as they are.

Being in the lead Amelia had rounded the buoy and was on a good tack for the finish when the sea breeze arrived. Showoffs that they were, they had previously hoisted a spinnaker. When the wind hit them, they did a 360 degree uncontrolled roundabout. I learned later that all aboard had managed to hang on. One crew member stated that time lost flying the spinnaker cost them the race.

In the end, Wanderlust managed to overtake Amelia and finish to win the Commodore's cup.

The crew of Incentive had gotten so hungry that one of the crewmen was observed to start chewing on the mainsheet. When all boats arrived at dock, we were welcomed with the feast of feasts organized by the fabulous Joan, although some of us had to endure some wise cracks. Thanks so much Joan, fabulous job again! And not to forget him because he is always in the midst of setting up and helping with the dock parties, we need to high five Barry as always. Thanks Barry. Others helped as always but I can't risk recognizing them for fear of leaving someone out. Thanks everyone, especially Jewell Anne for the entertainment.

## **Scheduled: GUEST SPEAKER FOR WED., Dec. 3 SHBC Meeting**

By Ellen Henderson

Our next SHBC meeting will be held on Dec 3rd & will return to the Safety Harbor Library. Our Guest Speaker will be Jen French, who raced a specially equipped sailboat in the most recent Paralympics in 2012 in England. By way of introduction, we'll show a short part of the Film: "To Have Courage", which starred Jen French.

SHBC Members, Corey & Julie Knowles are also highlighted in the film, as Corey was Jen's scuba diving instructor and he specializes in teaching paralyzed swimmers. This will truly be an uplifting presentation, so plan to attend.

## **Amelia Workday**

Pix by Von Taylor, Text by Chris Dollin.

Last summer, Yvette noticed the teak on Amelia was looking rather decrepit, so she suggested having a workday to do some general maintenance. Barry liked the idea but thought it best for the weather to cool down, so a date was set for Sunday November 22. It turned out to be a lovely day, and the plan was to grill hotdogs at the end of the day.





Barry turned up with sanders, varnish, tools, grill and food, and Yvette, Ellen Du Paul and Chris arrived to work on the teak.



Captain Dale came by, and when he found out what we were doing, suggested we work on Incentive after we had finished. Next time he passed by, he asked when the hotdogs would be ready, to which Barry responded he had to do an hour of sanding to earn one hotdog!!

The girls started sanding down the teak, getting covered in dust, while Barry did some maintenance on the rigging.



Julie and Cory Knowles happened to cycle past the marina, and when they heard the noise and commotion on Amelia came onto the dock and asked 'How did you talk them into doing that!!

Barry said they volunteered!! The girls said they were shanghaied!!

It took quite a few hours to remove all the old varnish. I hand-sanded the rails on the deck, while Yvette and Ellen worked from the cockpit. We took a break at one stage, and Yvette served up a delicious shrimp and corn chowder to keep us going before the barbie!!





Finally we were in a position to add the first coat of varnish.

Patrick Whelan came by, and asked ' You did all that in one day?? - He's a lucky captain!!

We continued to work while Barry started to setup the grill. The gas regulator was broken, so plan B was hot Cuban sandwiches, which were delicious, to go with our home-made avocado hummus and German potato salad. We finished the day with the obligatory rum and tonic with fresh limes.

It was an excellent workday with awesome eats!!

The teak looks so much better, but the big question is "Will it make her go faster"?

## **Twin Dolphin Marina Trip Pictures**

By Brian Garry

A few pics from our TDW Marina SHBC Flotilla cruise 7-8-9 NOV. 14



Dicks boat..



Sat am... complete with Gov Scott cookies..



# SHBC RACE ON SAT., NOV. 7

Submitted by Ellen Henderson

On Fri. (the day before our scheduled race), several racers went on a cruise to Regatta Point, so our fleet was down to 4 competitors. Since the weathermen predicted that the rain would hold off until early evening and the wind was already good, our fearless **Race Chair, "Aussie Chris"** decided to add two extra legs to our usual triangular course.

**Barry F.**, on "**Amelia**" generously towed "**Pegasus**" out to the start line and back to her boat slip after the race. Both "**Wanderlust**", with **Commodore, Ron P.** at the helm and the slightly behind **John V's "Pegasus"** were first over the line. There was some discussion among the crew aboard "**Wanderlust**" as to whether they were over early by 1 -2 seconds, but the decision was to carry on.

The first leg was downwind, heading South towards the C/C Causeway (white mark). "**Amelia**" quickly caught up to pass their competitors. They put up a whisker pole, as did "**Wanderlust**". "**Pegasus**" chose short-tacking angles because of the shifty winds and was starting to catch up, but alas, it was also necessary to set a pole, even with the continuous wind shifts. "**Pegasus**" didn't have their centerboard all the way up (crew, [moi] judgment error after we went wing-on-wing), which probably contributed to the boat's slower pace and position of third place around the downwind mark, four minutes behind "**Amelia**", but at least they were followed by "**Jewel Anne**".

The second leg was a fetch toward the NE (orange mark), as the winds were generally from the NW with beginning whitecaps. With her centerboard now completely down, "**Pegasus**" was starting to catch up to "**Wanderlust**", which squeaked around the orange mark, just ahead. Both "**Amelia**" and "**Wanderlust**" hardened up and continued on going North, while "**Pegasus**" calculated that the best winds were in the middle of the course, so she tacked West, shortly after the mark rounding, again followed by "**Jewel Anne**".

"**Amelia's**" strategy was to get lifted up to the Start/Finish line before tacking West. When "**Amelia**" rounded the Start/Finish line to head back East toward the orange mark for the fourth leg, she was clearly in first place and was eight minutes ahead of **Pegasus**". So our strategy was to reduce the distance between "**Wanderlust**" for a possible second place. At this point, "**Jewel Anne**" was far enough behind, that she decided to call in a DNF to drop out of the race and sail around to observe the competition.

1st, 2nd and 3rd were a parade across the finish line, at which point the "**Wanderlust**" crew concurred that they were indeed over early at the start and took a DSQ for not returning to the line to restart the race. See the race results below.

Since our usual post-race party host, "**Incentive**" was at Regatta Point with the cruisers, **Barry F.** graciously offered "**Amelia**" up at the Party Boat. It's always fun to "re-race" the course on land, while enjoying snacks and libations.

Results :	Finish	Elapsed	Corrected
1 <b>Amelia</b>	16:00:08	1:14:43	16:00:08
2 <b>Pegasus</b>	16:08:46	1:23:21	16:03:53
<b>Jewell Anne</b>	DNF		
<b>Wanderlust</b>	16:05:38	1:20:13	16:00:45 (DSQ)

## Nov 6 Guest Speaker

By Von Taylor

Lin Robson of North Sails was our guest speaker tonight. Lin provided the club with the history of sail making. From the early days using cotton to today's new high tech materials to get more speed and performance. He also discussed what goes into designing a sail for a particular boat. It was a great presentation.

Kindest Regards,

*Von*



## Terms of Submission:

Material may be slightly corrected for grammatical or spelling errors, but generally left as-is unless you request otherwise. Ideally, a Microsoft WORD document would be easiest to process, but we can work with text, HTML, most word processors, or Google e-mails. If you wish to submit your story or report in another word processor or document format, contact the S.H.B.C. Webmaster for discussing.

***Submissions must be complete with text and images. If received after the 26th of the month, they will be held over and not included in the latest issue.***

Images / photographs: If using a cell phone, please hold the phone in the horizontal (landscape) position. Otherwise, they are rotated 90 degrees at my end. Unless of course it was your intent to put them in sideways, then please let me know.

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