

S.H.B.C. Sentinel

Jun 2014

V2N6

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 rarely edited. Nothing provided here represents an official position of the Safety Harbor Boat Club.

USCG Open House

By Mike Hembrey

If you missed the Coast Guard Open House event, check out the pictures and weep. It was well managed and sponsored by Coast Guard, Coast Guard Reserves, and Coast Guard Auxillary members from around Florida. They also had some vendors set up, and right at the entrance was one of them selling bottled water for 50 cents!



The Reserves (we used to call them Weekend Warriors during the Vietnam Era) had a tent (Fig_1) set up and trying to recruit more members. The tent has GoCoastGuard.com on it if you are interested.



A large cutter (Fig_2) can be seen on the port side. Yes, those canvas covered things that looked like 50mm cannons were exactly that. This was no mockup boat, but the real thing. This was one of the vessels that could be boarded and viewed during the visit. To get there, we had to pass the hamburger/hotdog line.



There we discovered Brian Garry serving food (Fig_3) in uniform. He tried to look real busy, but we knew he was just trying to keep up. Brian told me Phyllis chopped and he served. Or maybe that was what Phyllis said when I asked her if she would be taking over for Brian.



Once the cutter in Figure 2 was boarded on the starboard side, you could visit all over the craft. The rear (Fig_4) had a drop gate that permitted the launch and retrieval of a smaller high-speed craft. Spare tire? From left to right, is Ed acting as designated photographer, and on the far side is Ellen, Barry, John partially visible, Chris, ...and some lady trying to photo-bomb us.

Up on the bridge (Fig_5) is Barry practicing his Queen Elizabeth Wave for when he gets famous. He gave up on getting rich. You can enter the cabin area next to Barry or from down below. I entered below, and went up and down so many steps I could not figure out if it had 3 or 4 decks. My guess is three (3) decks: Engine, crew eating/recreation, sleeping quarters, and full-service galley; then the Officer's quarters; and finally the cockpit with steering, controls, and instrumentation.



Two areas I found quite interesting were the crew bunks and engines. The bunks looked to be about 5 feet long, although a 6'4" crew member swore they were 6 feet deep. The diesel engines were salt water cooled from 8-inch pipes. The interesting part was that all the labels were in both English and German. It turns out the company that built the engine compartment owns a German Division that manufactures diesel engines. No Cummins, Detroit, or Caterpillar engines here. I guess even the US Government gets outsourced.



It was fun to watch this huge cutter go sideways while docking. They did it very gracefully without banging into the dock or losing anybody into the water. We could take a lesson from them. Once the cutter (Fig_6) was docked and opened for boarding, meaning they figured out how to work the fence, you could visit the craft. This one is designed for servicing the smaller buoys, typically unlighted. Their on-board crane, which has its own control room, is not stout

enough to handle the larger buoys. The buoys with anchor blocks are hauled up on deck and scraped and cleaned, by hand. Sounds like another Dirty Jobs episode to me.

The final image (Fig_7) contains two elements. On the right is a tug and barge platform used for driving dock pilings. It has four (4) posts, one visible in the image, that are lowered to the bottom to stabilize the platform. Once set in place, they raise a treated post used for the pile and pound it into the bottom.



In the middle of the image is a helicopter demonstrating a SAR (Search And Rescue) operation. In this case, they dropped a dummy into the water. This exercise was to simulate the helicopter locating someone in the water so a rescue boat could retrieve the victim from the water.

Overall, it was an interesting trip with lots of things to observe and examine. Of course, this newsletter is too small to list everything to see. If you want to fill in the missing parts, plan on

attending next year. I was told this year is only the 2nd or 3rd year the USCG has held the Open House event.

Email from Brian on the USCG OpenHouse

BAGMAN, sling hash.. at Open House..Sector-St. Pete, Station St. Pete... Sat. 17MAY14..

We fed over 650 with Lunches.. and all visitor's did not choose to eat the MESS CALL, we offered up... They received a COMBO Meal... for only \$5.00.. American..

Fantastic Day... wonderful exhibitions.. and USCGC tours..

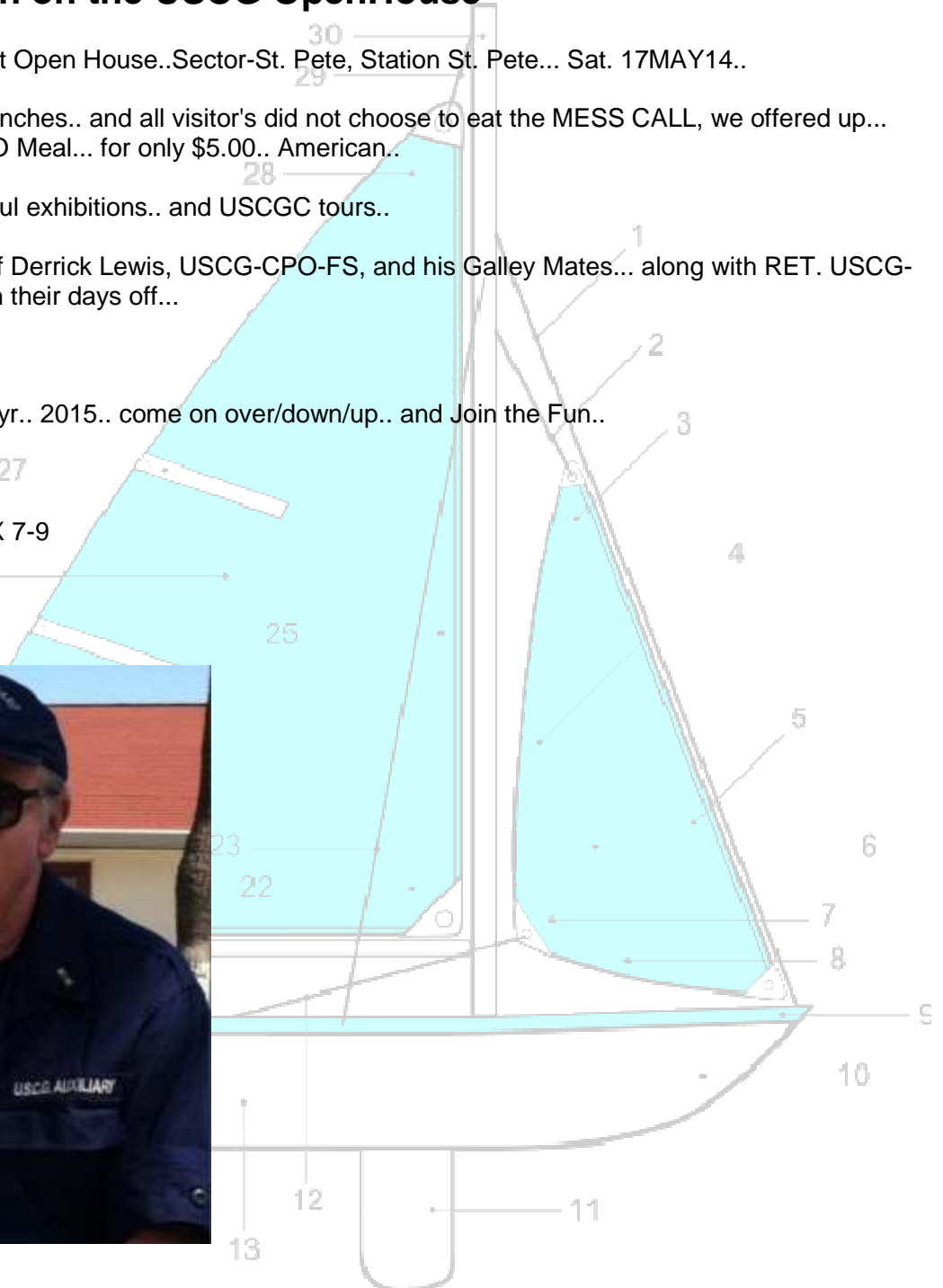
Thanks a Million to Chief Derrick Lewis, USCG-CPO-FS, and his Galley Mates... along with RET. USCG-FS... active duty FS... on their days off...

A great Team Effort.

Save the Dates for next yr.. 2015.. come on over/down/up.. and Join the Fun..

Semper Paratus,

BA GARRY, USCG-AUX 7-9
AUX-FS-CHEF
PE-TCO-FEL



THE REGATTA FORMERLY KNOWN AS THE BIKINI CUP

Submitted by Ellen Henderson

THE REGATTA FORMERLY KNOWN AS THE BIKINI CUP was renamed the 2014 BCYC Women's Challenge by the new Race Chair, Rose Clark. We were again lucky with great springtime winds, which were actually gusting up to 20 kts. before the race started. They settled down to about 13 kts. at the race start. There were 4 female skippers, who represented SHBC this year: **Chris Dollin (AMELIA)**, **Christy Edwards (WATERCOLOR)**, **Connie Pope (SEA JAY)** and **Ellen Henderson (STARDUST)**.

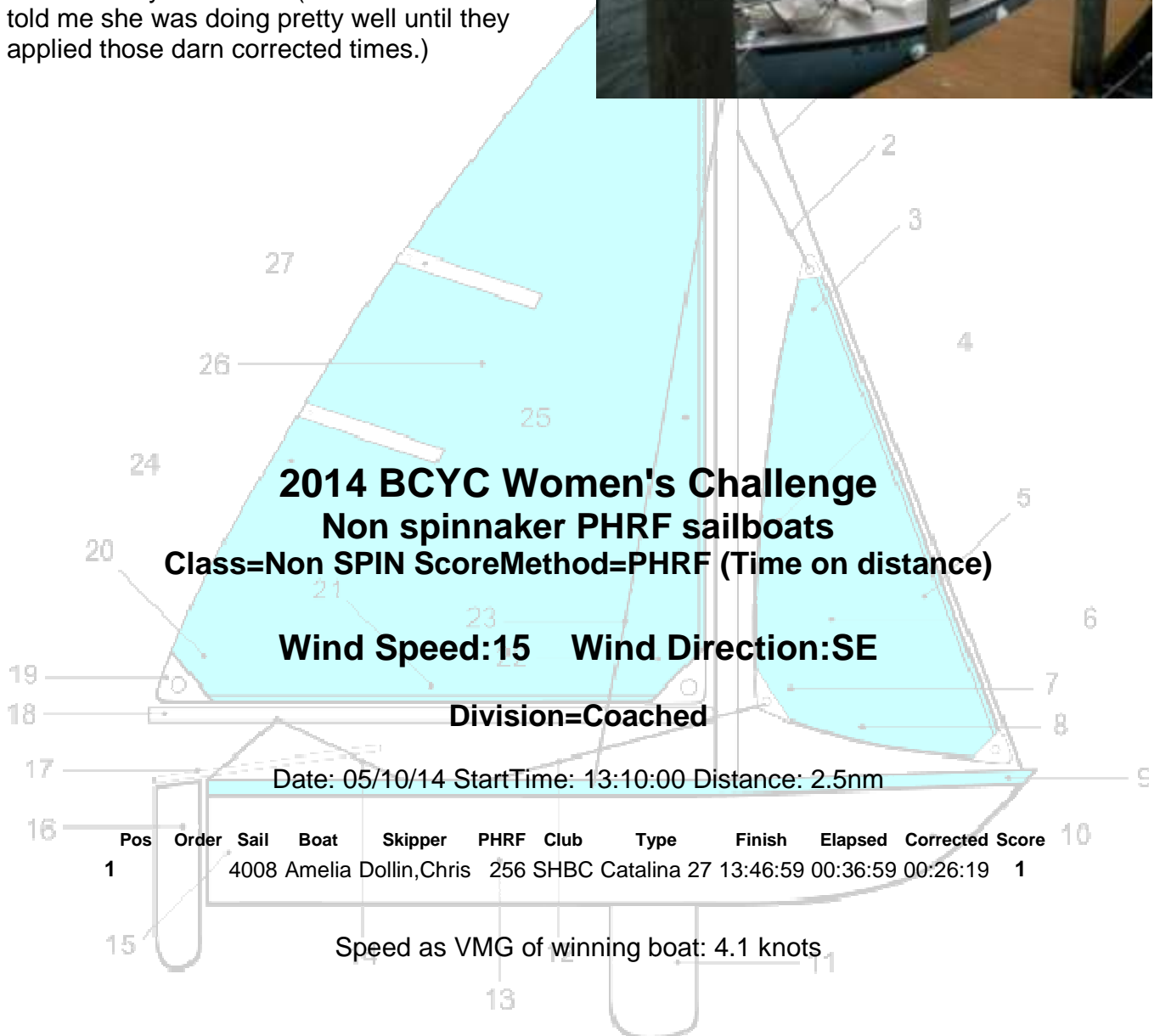
Chris Dollin did SHBC proud by winning first place in the Coached Division. Owner/Coach, Barry Fox said the girls ran along the line and had a perfect start when the gun went off. They hardened up and off they went to the windward mark. A last minute addition, former Club Secretary, Cindy Anderson was a great help as a jib grinder. Frequent visitor, Yvette was also on the crew, along with Barry's Daughter-in-Law.

In the No Coach Division **Ellen Henderson (STARDUST)** was originally in 4th place, but somehow moved down to 5th place after the original results were published. **STARDUST's** crew was all beginner racers, including one gal, who had never been on a boat before. Our boat was a Catalina 30.9 with a total of 9 ladies as crew. **STARDUST's** crew practiced 10 times, including the BCYC Easter Race.



Christy Edwards (WATERCOLOR) again had her daughter, Donna fly down from NY for this regatta. This was Christy's first time skippering her own boat for the Women's Challenge. Christy & Connie duked it out at the start, with Christy taking 8th place.

Although **Connie Pope (SEA JAY)** is a seasoned racer, this was also her first time skippering her new boat, a San Juan 21' formerly owned by Sean & Maureen of SHBC. Connie's teenage daughter, Hannah, also crewed (for the first time) for her to take 9th place. It was a great way for them to spend Mother's Day Weekend. (Editor's Note: Connie told me she was doing pretty well until they applied those darn corrected times.)



Division=Uncoached

Date: 05/10/14 Start Time: 13:01:00 Distance: 2.5nm

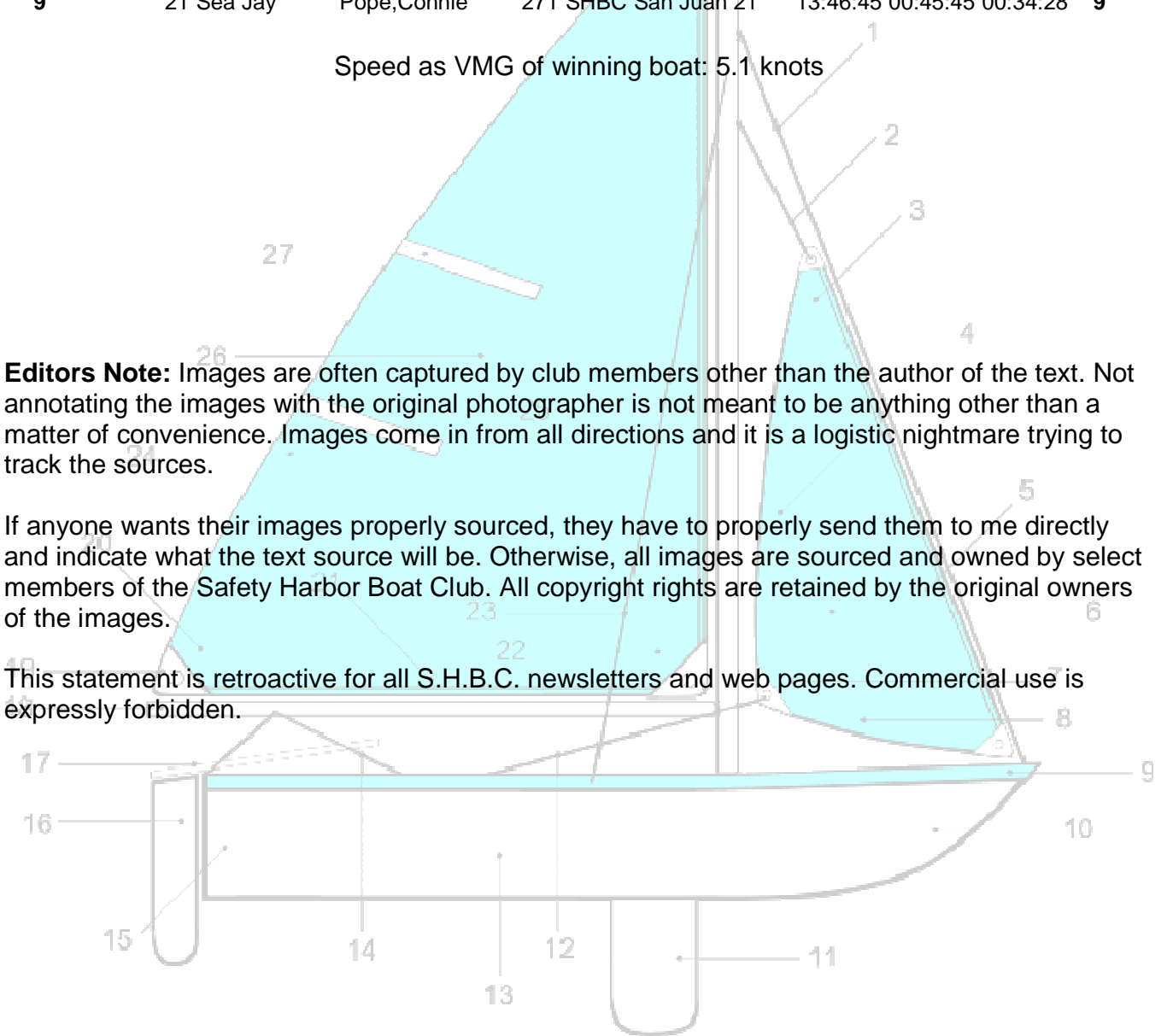
Pos	Order	Sail	Boat	Skipper	PHRF	Club	Type	Finish	Elapsed	Corrected	Score
4		37340	Sanity Clause	Rogers, Jen	236	BCYC	Hunter 37	13:36:23	00:35:23	00:25:33	4
5		11	Stardust	Henderson, Ellen	260	BCYC	Catalina 309	13:38:59	00:37:59	00:27:09	5
8		26	Watercolor	Edwards, Christy	235	BCYC	Macgregor 26M	13:48:56	00:47:56	00:34:24	8
9		21	Sea Jay	Pope, Connie	271	SHBC	San Juan 21	13:46:45	00:45:45	00:34:28	9

Speed as VMG of winning boat: 5.1 knots

Editors Note: Images are often captured by club members other than the author of the text. Not annotating the images with the original photographer is not meant to be anything other than a matter of convenience. Images come in from all directions and it is a logistic nightmare trying to track the sources.

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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.

