

S.H.B.C.

Sentinel

Jan 2015

V3N1

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...

Notice provided by Ellen

We were informed that Von Taylor's Mother, Martha, who was 83 years old passed away. The Safety Harbor Boat Club wishes to offer our condolences and prayers for Martha Taylor, and the family members she left behind.

Report from Port Washington, NY

By Mikey

I am having another Christmas with family in Manhasset, NY. Yes, the misery of 30° daytime temperatures is easily overridden by visiting the family.

The last three years have been snow blasts. Two years ago, we were part of 6000 people trying to get out of JFK due to cancelled flights. One year ago, it was snow and 5° at 9 AM. I am looking forward to this year's challenge.



Just thought you might like to see what winter sailing is going to look like here shortly...

2014 Christmas Parade Pictures By Von

Much Thanks to Mike Denny



for driving!



Safety Harbor Boat Club

2015 Calendar of Events

By Chris Garill

January

- Sat. 3 - Sat. Race Series - 2:30 PM Start
- Wed. 7 - Boat Club Meeting @ 6:30 PM - Barry Fox guest speaker
- Sat. 10 - Change of Watch Party - Bahamas Breeze 12 - 5 PM
- Wed. 14 - Winter ORF Race Series (ORF - Old Retired Farts)
 - 3:30 PM Start
- Sat. 17 - St. Pete Classic
- Sat. 24 - *Open for other events*
- Wed. 28 - Winter ORF Race Series - 3:30 PM Start
- Sat. 31 - Sat. Race Series - 2:30 PM Start

February

- Wed. 4 - Boat Club Meeting @ 6:30 PM - Guest speaker TBA
- Sat. 7 - Sat. Race Series - 2:30 PM Start
- *Sat.14 - Valentine's Day Party - Race
- Wed. 11 - Winter ORF Race Series - 3:30 PM Start
- Sat. 21 - *Open for other events*
- Wed. 25 - Winter ORF Race Series (last one) - 3:30 PM Start
- Sat. 28 - Sat. Race Series - 2:30 PM Start

**Note: Marina Parking Closed Feb. 21/22 and 28th for city events
(Feb.28 date needs to be verified)**

***Club has to decide if there is a Valentine Day Party - Race**

March

- Wed. 4 - Boat Club Meeting @ 6:30 PM - Connie and Ellen guest speakers
- Sat. 7 - Back Bay Triangle Race - Dock Party afterwards
- Sun. 15 - St. Patrick's Day party - Match or Team Fun Race 2 PM start

Sunday March 8th - Day Light Savings Time begins

- Wed. 11- First Wed. Evening race Series - 6 PM Start
 - Tues. 17 - St. Patrick's Day**

- Sat. 21 - *Open for other events*
- Wed. 25 - Wed. Evening Race Series - 6 PM Start
- Sat. 28 - Sat. Race Series - 2:30 PM Start

Note: Marina Parking Closed Mar. 27/28/29 for city events

Safety Harbor Boat Club

Hello,

You might have heard that despite failing all mental examinations I was asked to accept the position of Vice Commodore for the year 2015.

I know, I've been there, done that at least once and twice as Commodore.

So why am I writing? Well, when I joined back when there were wooden ships and iron men, we had a lot of fun despite many members not owning their own boat. We had cookouts, parties, raft-up's, fun races, team races and open invitations to non-boat owners to crew and enjoy sailing.

Many of you might feel that our club hasn't done those things recently.

You would be wrong.

We have had many outings, cookouts, party's as well as Wednesday Evening races and Saturday races. We even have had club member boats participate in the 'Bikini Cup' and 'Good Old Boat' races.

So why do I think you might feel that our club hasn't done those things recently? Or, the Safety Harbor Boat Club isn't fun for me anymore. OR, I don't feel like I'm included or the club isn't like it used to be.

Well you would be wrong on both counts.

The recent club officers have done their best to work with the help they have had, to make our club as interesting as possible with those who want to participate. Besides having fun the emphasis has been on improving an individual's boating skills, boat maintenance and safety.

So here is what is planned for 2015.

Boat Safety

- Man Over Board practice and
- Proper and safe use of Emergency Distress devices.

Raft-ups

- Got to have boats and skippers who want to do this.

Cookouts

- We been doing these and will keep doing them.

Parties

- We been doing those too! See the SHBC 2015 Event Calendar on our web page and bulletin board.

Guest Speakers

- Ellen has done a great job recruiting interesting guest speakers
Come and join us at the next meeting and hear some interesting speakers.

Tours- Excursions

*- US Coast Guard facilities, breweries, bike and canoe excursions
All we needed were people to come and enjoy them.*

Cruising

*- Two or more of SHBC boats sailing out onto the Gulf of Mexico, heading south or north for an overnight, a weekend or more of sailing
Providing Poseidon cooperates with enough wind and from a decent direction. (Think all that Champaign I poured into the bay was for nothing?)
We just had one to the Manatee River and Twin Dolphins Marina in Bradenton. Island Girl, Incentive, Wild Irish Rose, John Marie and Sun Catcher out on the bounding seas raising havoc and mayhem. We survived and had fun.*

Sailboat Racing

In addition to a Wednesday Evening races and Saturday Sailboat race series there will be....

*- **Back Bay Triangle Race** - Saturday, March 7, 2015*

There will be more information in the SHBC Newsletter

*- **Team Races** - remember them? The more sailboats, the better.*

Each boat will be given a rating based on its performance, then each team will have a matching rated boat on its team, all the way down to the slowest type boats. As each boat crosses the finish line their team receives points, even to the last place boat. (For example - We get eight boats out on any given day. Well that means the first place boat gets 8 points, the second place boat gets 7, and so on down to the last boat getting 1 point. In the past this meant even the last finisher's point might give enough points for that team to win.)

*- **Match Races** - Remember the two Island Packets, Island Girl and Puff going head-to-head; finishing just seconds apart? We were so close together we could pass beverages and taunts at each other and shared some great laughs.*

Now there are two other similar hull vessels that can participate, the two Hunter 27's. But that's not all.

Remember the boat ratings each club boat will have? We could also have similar rated boats competing together in one race?

The possible combinations are endless.

***Wednesday ORF races** - 4 sailboat races Jan. 14, Jan. 28, Feb. 11 and Feb. 25 for those **Old Retired Farts** (ORF's), who no longer have to work for a living and anyone able to come out despite their needed work contributions to ORF's social security checks.*

Remember each boat skipper needs a crew for whatever event their boat participates in or just for a day's sail. This is where a skipper gets to share his skills and their boat with other member's skills.

I hope everyone will participate this year and, more importantly, have some FUN doing it.

Just watching me trying to get in and out of my slip or go aground mid-channel should be worth the price of membership.

Chris Garill - Vice Commodore - 2015

REVIEW OF GUEST SPEAKER FOR WED., Dec. 3 SHBC Meeting

By Ellen Henderson

Our SHBC last meeting of 2015 was held on Dec 3rd at the Safety Harbor Library. Our Guest Speaker was Jen French, who raced a specially equipped Skud 18' sailboat in the most recent Paralympics in 2012 in England. By way of introduction, we showed a short clip of the Film: "To Have Courage", which starred Jen French.

SHBC Members in attendance at the meeting, Corey & Julie Knowles were also highlighted in the film, as Corey was Jen's scuba diving instructor and he specializes in teaching paralyzed swimmers. This was truly an uplifting presentation to see Jen racing in England and in St. Pete. Jen also passed around her silver medal for all to examine.

FLYING on ROCKET

By Chris Dollin

On Sat Nov 22, I crewed on Rocket – a J35 based at Davis Islands in the Egmont Key Race, which is part of the Davis Islands 'Boat of the Year' (BOTY) series. Rocket races in Spinnaker "A" class, and has a rating of 72.

Safety Harbor Boat Club also had a race that day, and I left it for the Amelia crew to run the race for me.

The race had been planned to go from DIYC around Egmont Key, and back to DIYC – a distance of 63 nautical miles. However, dredging was taking place at Egmont, so we raced to the Sea Buoy and back – a distance of 60.3 nautical miles.

"DIYC BOTY"



This was my first experience of a long distance race which started at 10am. I'd heard that in previous years, boats finished early morning, and in some years there was no wind and the race was shortened. The initial plan was to push off from the dock at 8.15am and rig the boat on

"Rocket"



the way to the start line, down the bay a bit. I decided to attend the competitor's meet Friday evening, sleep on the boat, and rig it before leaving the dock.

This was the first race with Rocket's brand new main - a GPL Carbon Stealth sail cloth by Dimension Polyant, and a new halyard V-100 Vectran by New England Ropes.

We took her out for a shakedown sail the week before – and adjusted the rigging, after which we measured our tacking angle – 90 degrees!! Josh Willis the sail maker was on board. The Carbon sail and the Vectran halyard do not stretch – he warned us that we would now find all the weak spots on the boat which would give way before the sail and halyard.

Saturday morning brought light drizzle –I thought "Oh – No! Hope it's not going to rain all day."

Tarry the owner estimated an average of 5 knots getting us back somewhere between midnight and 1am. Rocket has 5 regular crew – Bill the helmsman, Steve in the pit, Tarry and Dale – the co-owners trim the jib and spinnaker, and me on the foredeck. Four others joined us, including Robert the owner of Doyle's Sails. Thankfully the rain eased, but the wind was really blowing – 15 knots and above with true wind speed of 20 knots at times!! Safety Harbor cancelled their race because of the high winds. After a short leg to a Private Mark, we threw up the spinnaker and she screamed along at 12 knots. There was discussion about 12 knots being above hull speed – the current wasn't a factor as it was coming in! We were hoping our spinnaker would hold – several boats had problems in the high winds, including spinnakers being ripped. We got to the Skyway in record time – ~3 hours and only had to jibe once to get to the Sea Buoy.

"Time Bandit"

Rocket's nemesis is 'Time Bandit' –the other J35 in our class. Both boats were close together for most of the race. Our spinnaker takedown wasn't the best and Time Bandit gained some time on us.

Once the Sea Buoy was rounded, it was close-hauled sitting on the rail all the way back.

It was a bit of a rough ride, and half-way back, the 'Brains Trust' in the back of the boat decided on a sail change. This was my first experience of a sail change in a race. The three guys only leave the cockpit to sit on the rail, and NEVER go forward of the mast!! They are pretty laid-back, but there was cursing going on, when trying to get the halyard attached to the smaller sail and feeding it into the forestay. It's one thing to take down the jib after a spinnaker hoist – as the boat is at least level!! It took 3 of the guys to take down the larger jib behind the smaller one when the boat was heeled over!! It was pure luck I had fed the jib into the port side of the fore-stay – I've never thought about which track to use when rigging the jib!!



After going through the Skyway, we stayed on the same tack all the way back to DIYC. Again we were screaming along, doing 8 knots going to weather!!

Rocket crossed the finish line just after 7pm and averaged 6.7 knots for the race.

Unfortunately, after a 8hour 56 minute race, Time Bandit beat us by just under 2 minutes!!

Rocket doesn't really care about the other boats – all I hear is 'Where's George?? - Time Bandit's owner'. Tarry had a birthday a few Thursday's ago, and George called him and said 'Happy Birthday – Hope we beat you tonight!! Rocket won that night – it must be our turn to win the next race!!

The fastest boat in the race was 'Captraption' – a huge Catamaran with a rating of -111. I didn't know there were negative ratings !! She finished the race in 5.5 hours with an average speed of 11 knots!!

DIYC had a chili cook-off on the day, so after a few rum and tonics on the boat, we made our way to the club-house for some hot food. !!

I was exhausted after the race – my neck and shoulders were aching for a few days due to the fact we were hanging out as far as we could on the rail. But it was a fantastic race, as I was blessed to be onboard a great boat with a fabulous crew!!

“Warrior”



Port of Tampa Tour

By Connie and Paul Pope

Ed,



I understand that you were in such awe during the port tour that you forgot to take notes, oh well, here is a basic account of what we did 11/15/2014.

We met at the Port Tampa Bay Administration building around 10 am, gained access through one of the rear doors of the Boardroom and proceeded into the "globe" and up the elevator to the 4th floor where we gazed upon the large photos of port activity, past and present which were distributed throughout the interior of the globe structures we walked down the stairwell inside. We met at the bottom and proceeded to the Boardroom where the monthly "public business meeting" is held.



Afterward we took the van to the Security Operations Center where Mark Dubina, VP of Security gave an informative overview of the port operations at Hookers Point, Pendola Point, Port Redwing, and elsewhere. Mark led us into the Vessel Traffic Operations room where he explained the various operations and activities being overseen. The group then toured the physical facility at



Hookers Point to include: Petroleum, gas, oil, and ethanol tanks plus the manifolds where fuels and additives are combined for various industries and facilities throughout central Florida. We saw and smelled the City of Tampa Wastewater Treatment facility as we followed the railroad tracks past the liquid sulfur storage down to the Hillsborough County Sheriffs outpost and their "Interceptor" boats with the eagles on the bow. Along the track we came to the multi-mode unit train Ethanol facility and past the large gantry cranes at Ports America where the 10,20, and 40 TEU containers are handled.

Can you say "orange juice?" Well we saw the docks where it comes in and the areas where it can be pre-processed and stored temporarily. Across the street we saw the canine training course



and then the Future Imports processing area for automobile imports from Mexico. There was plenty more to see but our tour guide had other duties and our stomachs were grumbling so we dropped off Mr



Dubina and made a quick pit stop then went to the "shrimp docks" where Paul purchased 5 lbs. of Gulf shrimp and then we dropped

into cruise terminal 6 for a look see. Barry suggested a lunch spot in Ybor, the Tampa Bay Brewing Company, to unwind.

SAFETY HARBOR BOAT CLUB 2014 FALL CRUISE

By Dale Cuddyback

It was time to cruise. The beautiful Florida fall weather had finally arrived and planning had commenced for a pre-holiday sailboat cruise. The days were still warm but the feel of autumn was in the air. Captain Patrick of the *S/V Sun Catcher* took the lead in planning the cruise and it was decided that a short three or four day cruise would best fit into our pre-holiday schedules.

Five sailboats committed to go cruising. We decided to sail to south Tampa Bay and up the Manatee River to the Twin Dolphins' marina next to the quaint old Florida southern town of Bradenton. It was only a thirty mile sail to Bradenton but those of you who know sailboats know it can be an all-day effort. Most of us had been at the Twin Dolphins' marina before and it was a highly prized destination for the fall cruise.

The sailboats committed to the cruise were: *S/V* (sailing vessel) *Sun Catcher* with Captain Patrick Whelan single-handing, *S/V John Marie* with Captain Chris Garill single-handing, *S/V Island Girl* with Captain Dick Greenhalgh single-handing, *S/V Incentive* with Captain Dale Cuddeback and crew Jim Melvin; all from the Safety Harbor marina; and lastly Brian Garry aboard *S/V Wild Irish Rose (WIR)* with his pretty wife Phyllis and Brian's friend as crew from Tampa. We were all good friends who had cruised together before and we were very comfortable with the makeup of the cruising flotilla.

The Safety Harbor flotilla of four boats departed at 6AM to catch sufficient tide for some of the deeper keel boats. A light head wind on our bows opposed us on the way to the Courtney Campbell Causeway high rise bridge. Several boats raised sails to get an assist from the wind but

mostly the boats were forced to motor to the bridge. Passing under the bridge the head wind continued and auxiliary motors were the order of the day.

About halfway between the Courtney Campbell and the next bridge, the Howard Frankland high rise bridge, *Sun Catcher's* Captain Patrick called on the VHF radio channel 68 with an alert message that he was experiencing diesel fuel on his cabin sole. That was a real wake-up call to the other boats and we held in place while Patrick investigated the fuel leak. After a while Patrick radioed on the VHF that he was unable to find the source of the fuel leak and was heading back to the Safety Harbor marina. Several boats offered to escort *Sun Catcher* back to the marina but Patrick insisted that it was only a short way back to the marina and he felt he didn't need an escort. *S/V Amelia's* Captain Barry happened to be on his boat back at the Safety Harbor marina and radioed that he was standing by if *Sun Catcher* needed assistance. Someone on the remaining boats radioed (referring to Patrick) that "there goes our entertainment." Meanwhile, the other boats followed *Sun Catcher's* progress back to the marina by VHF and cell phones until he announced that he was in the marina and in his slip. The occasional smart-a__ SHBC remarks on the VHF then resumed and the three remaining boats continued on to the high rise Howard Frankland and Gandy bridges with *Island Girl* in the lead. After clearing the three high rise bridges the flotilla followed the J and K shipping channels to the waters off the beautiful St. Petersburg waterfront and then on to the spectacular ultra-high rise Sunshine Skyway bridge, which has become the icon of the bay.

Meanwhile, *Wild Irish Rose* with Captain Brian was late departing from Tampa and contacted us by VHF to report that unplanned events delayed his start but that he anticipated arrival at the Twin Dolphins marina a little after the lead boats but well before dark. He had followed the saga of Patrick's fuel leak and mentioned that he could have rendered assistance if needed.

The three Safety Harbor boats rendezvoused at the red marker "R2" at the approach to the inlet to the Manatee River. *Island Girl* led the way and we all motored five miles up the Manatee River to the entrance to the Twin Dolphins marina. *Island Girl* contacted the marina and received instructions to get to our assigned slips. *Incentive* led the way into the marina, docked and then stood by to assist the other boats into their assigned slips.

After settling into our slips, connecting shore power and checking in at the marina office, we contacted *Wild Irish Rose* ("WIR") on the VHF, planning to assist them into their slip whenever they arrived. Captain Brian, a salty mate if there ever was one, was giving *Wild Irish Rose* locations as they closed on the Twin Dolphins marina. However, he was giving their position by identifying the Aids to Navigation (ATON) designations. When Captain Brian announced that *WIR* had just passed "R16" we weren't sure what river or what bay he was in since most rivers and many marinas on the eastern seaboard have an R16. We decided we had to wait for a visual sighting to know *WIR's* location. Eventually, *WIR* radioed that they were at the entrance to the marina and would we guide them in and assist them into their slip. *WIR's* crew secured dock lines etc. and then checked in at the marina office.

By then it was dinner time and we decided to split into two groups because there were so many of us and our food preferences differed. The crews of *Incentive*, *Island Girl* and *John Marie* walked into downtown Bradenton and had dinner at a nice pizza place. We were influenced in our search for a place to eat by a young lady seated at a sidewalk table recommending the pizza place. I forgot what we had but it was pleasant. Several of us got to-go boxes. Our server was a winner. We all fell in love with her. She knew how to increase tips. Later we found out that the crew of

Wild Irish Rose went to dinner at the marina “Pier 22” restaurant and enjoyed their evening dinner also.

On the way back to the boat the Safety Harbor sailors passed quite a few homeless men and one woman gathered along the sidewalk of the marina. One of the S. H. sailors offered his to-go box to one of the homeless men who accepted the food graciously and advised that if we showed up early the next morning we could get free hot-dogs. I guess we looked not much better than the homeless after a full day on the water. Actually I felt that most of us were pleased to be judged as fitting right in with the homeless crowd. Salty sailors, such as we felt after a full day of sailing, don't put on airs.

Note to SHBC members: If you feel left out of an adventure, then join us on our next cruise.

It was a short evening and we were all tired from being on the water all day so most of us turned in rather early.

We all felt badly because Patrick had put so much effort into planning the cruise and he had to drop out. He said he would drive down and join us for breakfast the next morning (Saturday), which he did. SHBC member Barry Fox also drove down to the marina the Saturday morning and visited with us. In the previous spring Patrick had sailed his boat *Sun Catcher* to the Twin Dolphins and had spent the summer there. He not only had a pretty girlfriend there (although he denies it) but he knew almost everyone in the marina and proceeded to introduce us to every one of them he could find.

This Saturday was a planned lay-day¹. We spent the morning socializing with Patrick's friends. After a couple of hours we forgot about going downtown for breakfast and had breakfast on board. *Incentive's* crew had coffee and pastries. We noticed that aboard *Wild Irish Rose* the crew cooked and served eggs, bacon with all the fixings. Brian and Phyllis go all the way when they cruise which is fairly often. The morning was also spent doing the usual tasks associated with cruising or others that were discovered on the sail (or motor) to Bradenton the previous day. Barry left us before noon to go back to Safety Harbor to compete in a Safety Harbor Boat Club race.

Back at the Twin Dolphins marina we began to discuss where to go for lunch. The Safety Harbor gang decided to walk to a highly recommended fish restaurant on the river walk. The restaurant was reported by Captain Dick Greenhalgh to be only a half mile away. So we started walking, and walking, and walking to the fish restaurant. Some of us started to complain about the distance estimate. After a while we finally arrived at the restaurant. We all had a very good fish and chips plate which was bountiful. There was talk about needing a nap but instead we walked back to the boats.

Meanwhile, the crew of *Wild Irish Rose* had walked downtown for lunch and found a favorable restaurant that had a TV for watching football. Being Irish, Brian was a die-hard Notre Dame fan. Back at the boats the rest of us relaxed, read and chatted about our previous day's sail to the Twin Dolphins.

¹ A “lay-day” is a day remaining in port without departing to the next destination.

In midafternoon the most frightening event of the whole cruise occurred. Captain Dale and crewman Jim of the *S/V Incentive*, and Captain Chris of the *S/V John Marie* were invited aboard *Island Girl* for coffee. They all accepted the invitation, climbed aboard *Island Girl* and sat in the cockpit. Captain Dick of *Island Girl* and Patrick were already aboard. Dick served coffee all around and while everyone was sipping their coffee, Patrick served cookies. Now these were no ordinary cookies. They had an elephant figure with a partial image of the American flag on the top of the cookie. It was clearly a Republican frontal assault. Dale, Jim and Chris (all staunch Democrats) stared at the cookie in disbelief. A political truce had been agreed upon with the even stauncher Republicans Dick and Patrick before the start of the cruise and these cookies constituted a flagrant violation of that truce. Realizing the seriousness of the violation and the dangerous national and perhaps international consequences; Dale, Jim and Chris capitulated and began nibbling at the cookies to prevent further breakdown of the peace process. Now this is where the scariest part of the cruise occurred. Speaking among themselves Dale, Jim and Chris suddenly realized that a violation of this sort constituted a serious breach of the negotiation process for a political solution to world problems. Dale assessed the situation by asking how the two party system of the Safety Harbor Boat Club could long endure if one of the parties can so easily be compromised in their political beliefs by the offer of a cookie? There must be a proportional response that would show that the Democrats are no pansies. The audacity of such serious violations of the truce was hard to accept. Trembling with fear Dale, Jim and Chris departed *Island Girl* almost with tears in their eyes avowing that the last cookie had not been served.

About 4 PM a woman from a nearby boat come around citing a weather bulletin that a weather front was expected about 6PM with winds of 40MPH. That caused a flurry of activity among the boats to get ready for high winds and rain. The crew of *Wild Irish Rose* had not returned from downtown due to watching football. The crew of *Incentive* prepared the *Rose* for the weather front, putting away cushions and wrapping the jib with extra lines to prevent it being blown off the boat.

There had been plans of walking to the very nice marina restaurant Pier 22. However, the threat of heavy rain cancelled those plans and each boat had supper on board. The rain and wind arrived about 6PM although the wind was much abated from the forecast of 40 knots. Tired from the day's activities, the crews on the boats went to bed early. The rain fell all night. *Incentive's* crew enjoyed a very peaceful and delightful sleep enjoying the sound of the rain drumming on the deck a few feet overhead, one of the delights of sailing.

Around 3AM several of our boats were awakened by yelling from the sidewalk outside the marina. Apparently someone was bothering the homeless woman and she began yelling for the police. The racket finally quieted down and everyone went back to sleep. There were several stories circulated the next morning about the ruckus but no eye witness accounts.

Dawn brought Sunday and time to return to Safety Harbor and Tampa to start Monday's activities. The crews of the sailboats all departed the Twin Dolphins marina one at a time and assembled outside the marina to start the sail back home. There was a light wind on our bows for the most part and motoring was again needed. *Island Girl* and *Wild Irish* also raised their mains hoping to get an assist from the wind. The flotilla of four boats motored the return six miles to the mouth of the Manatee river. On the way the crew of *Incentive* observed steam coming from its exhaust but also noted that the engine temperature was normal. *Incentive* decided to continue motoring on and monitor the engine temperature.

At the mouth of the Manatee River the boats split up. The boats motoring without sails up headed directly toward the Sunshine Skyway bridge with *Incentive* in the lead. The two boats with sails up continued north to sail as much as possible. The boats motoring directly to the Skyway bridge got there first. *Incentive* announced that it had decided to motor along the Skyway causeway channel to get into calm water on the east side of the causeway. *Incentive* wanted to get into calm water to investigate the cause of the exhaust steam.

All the other boats decided to follow *Incentive* which would avoid motoring in the now heavy chop in the open bay. After arriving at the end of the causeway channel *Incentive* turned east to pass under the causeway high rise bridge. *Incentive* then entered the calm water in the lee of the Pinellas peninsula, protected from the north wind that was creating a heavy chop in the open water of the bay. The crew spent 15 minutes adjusting a fan belt and inspecting the motor for problems. Finding no problems *Incentive* radioed that it was OK and ready to get underway again.

The flotilla then motored east into the deeper waters of Tampa Bay and headed northeast at a heading of 025 degrees to the "J" shipping channel. *Wild Irish Rose* departed the company of the other boats to tack up the bay under sail. Captain Brian is a hard core sailor and sails whenever possible regardless of how much longer it takes. He has our sincere applause.

After entering Channel "J" and following the shipping channels to the Gandy bridge, the boats motored (and motor sailed) through the three high rise bridges and then turned west to Safety Harbor and the home marina. The boats arrived at the marina without incident.

All boat crews agreed that it was a fun cruise in spite of the lack of favorable wind. Let's start planning the next one.

Captain, S/V *Incentive*
Dale Cuddeback

LAST RACE OF 2014

BY ELLEN HENDERSON

On Sat., Dec. 13 SHBC held its last race to close out the 2014 Regatta Season. In the absence of our fearless **Race Chair, Chris D.**, who is on a 5-week holiday in her native Australia, "**Pegasus**" took on the task of race management and "**Jean Marie**" placed and retrieved the two start-finish line marks. Since the wind was coming from the N-NW, Doctor John announced that the course would be a windward start with a (buttonhook) turn towards the East (Orange) Mark, with all starboard roundings.

"**Pegasus**" was over early by one-two seconds, so we returned to do a restart. By then "**Amelia**", who was a last minute entry with only Skipper, **Barry** on board, had crossed the start line and was on her way down the first leg on a mostly beam reach. Since the rest of the five-boat fleet was up to one-and-a-half minutes late at the start, ("**Incentive**" had originally approached the line from the on-course side), it became a parade leg. In the initial 6-9 kt. winds, with what appeared as a still outgoing tide, "**Pegasus**" was slowly creeping up to attempt to overtake

"**Amelia**", but she remained in first place to round the first mark (Orange) by 1 min. and 35 sec. ahead of "**Pegasus**".

All during the first leg, newly renamed "**Jean Marie**" (with Neptune's approval), and her crew of three: **Ted** and new member **Mike D.**, lead by our Club's incoming **Vice Commodore, Chris G.** was nibbling at the heels of "**Pegasus**" and her crew of two (**John and moi**). During the first leg the wind had been shifting to and fro about 15 degrees; with that info at hand, the second leg was another reach to the South (White) mark. The goal aboard "**Pegasus**" was to catch up with "**Amelia**", but by the second mark rounding she had increased her lead by 2 min.10 sec.

Meanwhile, "**Wanderlust**", with Captain **Roof** and two crew (**Ron and John**) had passed "**Jean Marie**" and was on her way to overtake "**Pegasus**", who decided to shake things up by taking a flyer West on starboard tack on the windward third leg, while the remaining fleet continued North on port tack. This plan seemed to initially be working as we got lifted from a heading of 270 up to 320 degrees - a fifty degree shift, but we ran out of deep-water room at the shallow mark line and had to tack North. This resulted in "**Wanderlust's**" pulling slightly ahead in the better winds on the right side of the course.

Since the second leg had taken only ten minutes, and it was a gorgeous Florida day, during the third (windward) leg, **John** conducted a VHF radio survey, with a fleet consensus to add two more legs. There would be a downwind leg and a final windward challenge and the opportunity to initially round the S/F line from either approach. "**Pegasus**" plan was to round the southern end mark, while "**Amelia**" passed the northern end to starboard. The rest of the fleet rounded the southern end, after a slight "kerfuffle" with "**Wanderlust**" at the mark rounding, enabling "**Pegasus**" to again pull ahead.

Since the fourth leg was truly downwind, most of the fleet went wing-on-wing; however, since "**Amelia**" was shorthanded, **Barry** chose to do the leg as a reach. This seemed to be the big opportunity to catch "**Amelia**", but alas, she remained ahead at the Southern mark rounding.

Meanwhile, "**Wanderlust**" overtook and passed "**Pegasus**" again just before the mark rounding. For the last leg aboard "**Pegasus**", the decision was made to switch helmsmen (to moi). We ascertained that the Precision 21' seems to track better on port tack; so owner - **John** resolved to adjust the rigging for the next series. (Watch out "**Wanderlust**" and "**Amelia**").

At the finish line "**Amelia**" with her recently cleaned and shined topsides, finished nearly 2 min. ahead of "**Wanderlust**" just 4 min. ahead of "**Pegasus**". This was to no avail, after the rating corrections were applied by **Aussie Chris** (writing from the "Land Down Under"). It's difficult to single-hand in a race and stay competitive. "**Wanderlust**" corrected out to first place and "**Pegasus**" moved up to second place by less than a minute ahead of "**Amelia**". Nearly five minutes separated "**John Marie**" and "**Incentive**", but after the math was applied, fewer than 30 sec. separated them.

It had been an amazingly temperate day with the bright sun keeping us warm throughout the afternoon. Always gracious, **Dale** hosted another fine party aboard "**Incentive**", complete with hot chocolate and the sailor's favorite additive - RUM! What a great way to end another year of SHBC RACING. Plan to join us in Jan. to start off the 2015 race season. See race results below:
Course : Orange ->White->Start->White->Finish 7.29 miles

	Finish	Elapsed	Corrected
1. Wanderlust	16:11:16	1:40:16	16:06:24
2. Pegasus	16:13:32	1:42:32	16:08:40
3. Amelia	16:09:34	1:38:34	16:09:34
4. John Marie	16:17:22	1:46:22	16:12:30
5. Incentive	16:22:05	1:51:05	16:12:58

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.