

# S.H.B.C.

## Sentinel

Feb 2015

V3N2

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.

### Club Service Announcement:

All :

SPSA (St Pete Sailing association) will be holding a Navionics training class on Friday Feb 6th. See below for details.

Let me know by the February meeting, if you'd like to attend, so I can pass on a count.  
Chris Dollin.

----- Forwarded message -----

Date: Thu, Jan 8, 2015 at 8:26 PM

Subject: [SPSA] Navionics Training Class - Fri Feb 6th 7:00 PM

Navionics will be having a training class for SPSA members & guests on Fri Feb 6<sup>th</sup> 7:00 PM at the St Pete Yacht Club. Feel free to bring crew/guests. The class will cover the use of the Navionics app for i-phones, i-pads, and Android phones/tablets. It is not necessary to bring your own device, but you can bring one, get it setup and follow along. This is fantastic and affordable navigation app.

After the class, there will be an informal "First Friday" pub crawl for those that wish to participate.

**Please RSVP** to me if you plan to attend so we can plan accordingly.

Thanks!

Steve Shortt  
SPSA Race Committee Chairman

**Eds. Note:** Navionics has free apps, as well as paid, for both phones and tablets. If you want to navigate offline, you will have to either purchase maps or use the NOAA charts.

## **Feb Meeting Scheduled Speaker...**

Reported by Ellen Henderson

Our Guest Speaker for Feb. 4 SHBC Meeting will be Mark Mitchelson, who is the Deputy Sherriff for the Hillsboro Marine Patrol. The patrol is stationed at the Tampa Port Authority and they guard the Port Authority. They are part of Homeland Security.

## **2014 SAFETY HARBOR BOAT CLUB HOLIDAY PARADE**

By Dale Cuddeback

**Eds. Note:** Dale's write-up did not make it prior to last month's publication, so it is presented here with the pictures included again.

On Saturday December 20, 2014, members of the Safety Harbor Boat Club, and others not members, met in the marina parking lot to decorate our annual parade float. Participating were Connie and Paul Pope, Barry Fox, Von and Betty Taylor, Mike Duffy, Ellen Henderson, Mike Hornbuckle, Mike Denny and wife Lou with grandson Ethan, and Dale Cuddeback and friend Judith Overcash. I only hope I didn't miss anyone. If I did, I profusely apologize and I will ask Mikey (our esteemed newsletter editor) to list their names in the next edition under "also ran" in the parade.

The float consisted of Ethan's small sailboat which he has been loaning us since before he could walk, courtesy of grandpa Mike Denny who also towed the boat through the parade. Mike's wife Lou was seated beside Mike backseat driving while tossing stuff out the windows. Thanks so much Mike. Ethan's boat may have more parade miles on it than sailing miles. Several parades ago, Mike was out of town and we sawed the lock off the boat and used it anyway. I think that was also the year that we ran under a tree and bent the mast. I forget what else we have had to replace. Mike wonders why new parts keep showing up on the boat. I hope nobody tells Mike. I did notice that this year Mike towed the boat with his car while Ethan sat in the boat daring anyone to scratch his boat. Ethan also passed the beads and candy to the members passing out stuff to the bystander kids.

The float looked good as we displayed the club banner as a sail and hung garland, festive balls and bells around the boat. We milled around the boat sticking, taping and tying stuff on the boat while others stood around solving world problems. Anyone could follow the carefully choreographed boat by following the trail of decorations that fell off as we walked along in the parade. As usual, the parade moved along faster than some folks desired and they had to constantly quicken their pace to keep up.

If you haven't participated in any of our parades, you can't imagine the fun. A new member Mike Duffy mentioned that he had so much fun he will be sure to join us again next year. It is a real feel-good experience looking at the excited kid's faces as they collected the beads and candy we

passed out. Many thanks are extended to Connie and Paul Pope, who bought the candy and beads. And thanks to Barry who stores the decoration in the off-season. And many, many thanks to those who join in the fun and believe me it is fun.

The parade ended at the railroad tracks and Mike towed the boat back to his house to take off the decorations and to chain it to the tree again. Several members had fallen out of the parade to discuss world problems with bystanders. I would list the names of those who dropped out before they were needed at the end to de-decorate the boat, but I wasn't there to take names.

What a great time, join us next year,

Dale Cuddeback of S/V Incentive

## 2014 Christmas Parade Pictures By Von

Much Thanks to Mike Denny



for driving!





## A Letter to the Webmaster

I received a request from Obersheimers to add their link to our page. My response follows. If this site merits adding to our web page, let me know.

Mr. Hembrey,

My name is Peter Havener with Obersheimers Sailor Supply ([Obersheimers.com](http://Obersheimers.com)). I came across your site and saw the helpful resources you have listed and wanted to see if you might list our site on your useful links page [http://www.safetyharborboatclub.com/UsefulLinks/UsefulLinks\\_more.asp](http://www.safetyharborboatclub.com/UsefulLinks/UsefulLinks_more.asp) specifically under the "suppliers" section.

We are a family run store in Buffalo, NY and have been serving clients nationally with an extensive list of products and services to both sail and power seekers alike. Our current location incorporates a 3000 sqft loft with over 8,000 sqft of retail, service and outboard repair floor space. We also offer a full in-house marine, architectural rigging and spar facility. I appreciate your time and look forward to hearing back from you.

Best,  
Peter  
Outreach - Obersheimers Sailor Supply

Peter,

Thank you for your interest in our website. I see your product line is quite extensive. We do not list any/all businesses on our website. Those chosen either have a local retail presence or provide products/services of particular interest to the club members. Otherwise, I would be creating pages and pages of web links.

However, we also have a monthly club newsletter where I will insert one time some details from your e-mail, including your URL. They can then decide if your site merits bookmarking for their own use.

Mike Hembrey  
Web Administrator  
Safety Harbor Boat Club

# Crewing Down Under

By Chris Dollin

I recently took a trip to Sydney, flying a Qantas A380 (double-decker Airbus) from Dallas non-stop. The DFW->SYD route is a new route, and now the longest passenger route in the world, being 17 hours outbound, and a little shorter on the return trip.



It's a long flight, but very comfortable. The A380 is super-quiet, and the landings were as soft as a baby's bottom!! The food was good, complimentary wine, beer and cocktails even better, and each passenger had their own touch-screen entertainment center which gave me a chance to catch up on movies and documentaries.



Sydney's Yacht Club races take a break over the Christmas/New Year holidays, but I was lucky enough to crew twice at the Middle Harbor Yacht Club – on the last Thursday night race of the year on SOL – a 40ft Hesse (a German Boat), and in the last regatta of the year on the following Saturday. The regatta consisted of 3 races : The Veteran's Cup Perpetual Trophy for boats over 30 years old, The 'Old Fart's Dog Bowl Trophy' which is open to competitor's whose skipper and boat have a minimum combined age of 90, and the Christmas Cup for other boats.

The Dog Bowl Trophy was instigated by Alex Whitworth and Peter Crozier who raced on their yacht Berrimilla in the 2004 Sydney Hobart Yacht Race, continued from Hobart via Cape Horn to compete in the Fastnet Race where they finished 11th overall and 2nd in the double-handed division, and then sailed back around the



Cape of Good Hope in time for the 2005 Sydney-Hobart. At times, the International Space Station was Berrimilla's nearest neighbor briefly, and both crews were in touch, recognizing the similarity of their situation. The trophy is actually a dog-bowl that was on the boat during the circumnavigation.

I couldn't believe the story when I heard it!! Mad aussies!!

I crewed on a 2012 Beneteau in the Christmas Cup. The skipper is quite new to sailing, having just moved to Sydney from the country, but he had some very experienced crew –including an Englishman who built his own boat and sailed it single-handed from the UK to Sydney. The plan for the day was to cruise around the harbor – nothing too competitive which meant I could play



tourist and take some photos! Luckily for me, the Sydney Hobart yachts were practicing before the Boxing Day start – it's simply amazing to see those super-maxis accelerate!! Wild Oats which won the race this year for the 8th time was one of the many Hobart boats out on the water.

Sydney Harbor is busy - there are commuter ferries, cruise ships, sea-planes, other club races to contend

with, and even a tanker refueling in the Harbor.

It was so nice to have the opportunity to sail before the busy Christmas holiday season.



# 1st "ORF" RACE OF 2015

By Ellen Henderson

**Chris G.**, our intrepid new Club Vice Commodore has come up with a name for our SHBC Wed. afternoon Club racers: "Old Retired Folks" (ORF). So four boatloads of racers, including "**Pegasus**" owner, **John V.**, who gets off work early on Wed., since he's a Doctor, gathered at the starting area to await instructions on the day's course. Our Club's Race Chair, **Chris D.**, freshly returning from her native Australia, decided on a triangle heading E. toward the Orange mark, then S. to the White mark and finally finishing near the SH fishing pier for a 3.88 mile course.

Since at the start, the wind was varying from slightly NE --> N--> NW and there was an outgoing tide, "**Pegasus**" chose to start at the N. pin end on port tack, resulting in being first over the start line, even though "**Incentive**", as leeward boat, with **Marty H.** on the helm, could have pushed us up into the mark, forcing us to tack away early to avoid hitting the mark or even to push us over early. However, oddly, **Marty** didn't play that card, but instead "**Incentive**" started to head us up immediately after the start, allowing **Barry F.'s "Amelia"** to skulk past us near the South end of the start line, also on port tack.

"**Amelia**" quickly pulled ahead and left us in her dust, while **Chris G's "Jean Marie"** also attempted and succeeded in passing "**Pegasus**". Both "**Amelia**" and "**Jean Marie**" remained ahead throughout the first and second legs, while "**Pegasus**" tried desperate measures to sail faster, by having her whisker pole extended out well beyond it's normal reach. This however, didn't help, although we did gain distance away from "**Incentive**" during the second leg.

On the last leg the wind shifts were becoming more frequent, ranging from 20 to 30 degrees, affording us the opportunity to tack on the headed shifts.

"**Pegasus**" started to gain on the competition ahead, but "**Incentive**" opted to sail in the middle of SH "Lake" and really gained speed as the wind grew higher. "**Incentive**" was quite a site to behold as she picked up her skirts and started to fly. It was truly a gorgeous vision.

The final results are below:

		Finish	Elapsed	Corrected
1	Amelia	04:35:46	01:05:46	04:35:46
2	Jean Marie	04:42:13	01:12:13	04:39:38
3	Incentive	04:46:20	01:16:20	04:39:52
4	Pegasus	04:45:06	01:15:06	04:41:13

Interestingly, only 14 seconds separated 2nd and 3rd place on corrected time.

**Dale C.** hosted another fun party on "**Incentive**" after the race. We have two ORF races upcoming in Feb. on the 11th and the 25th. So plan to compete with us "Old Retired Folks"

## DICY BOTY Redux

By Chris Dollin

On Sat Nov 22, Davis Island Yacht Club held a scheduled 'Boat of the Year' race.

My regular boat is Rocket – a J35. Rocket races in Spinnaker A class, and has a rating of 72. We only have 5 regular crew - we need at least 8 for windward/leeward races. One of the owners was out of town, leaving us even shorter on experienced crew, and as SHBC didn't have a race that day, I organized for Ron, Barry and Yvette to join us. The plan was for Barry to trim main, Ron to trim jib and spinnaker and Yvette to be movable rail meat. I work the foredeck; Bill is our regular helmsman, Dale owner and jib-trimmer and Steve – pit-man/bartender. Will who helps me on foredeck, and Annie, a friend of Steve's were also on-board.



Boat call was at 9am for the skipper's meeting. As we were driving over onto the islands, we noticed there was no wind, but it was predicted to pick up a little.

After the skipper's meeting, we rigged the boat, and got underway. Seeing we had a newish crew, we thought it best to put in a few practice tacks, but the wind was still very light, and the jib pretty much came straight back down.

To cut a long story short, the fleet floated around for hours. The wind didn't really materialize and as time went on, merriment and laughter could be heard all over the water, with some crews jumping into the drink. Our bar-tender/pitman Steve said we could have some breakfast beers, but the rum was still under lock, which didn't seem to be the case on other boats!! Our nemesis 'Time Bandit' – the other J35 in the fleet, came by and asked 'Where's Grimsdale'?? (the co-owner). Someone yelled out we had to put him down!! (He's about to have knee surgery).



Finally, there was enough wind to start the race. We were in a good position but just after the start a general recall was sounded, then all races cancelled for the day. I would have thought the race could be restarted, but there was a time restriction in that the club had a formal social that night, so I really don't know why they even started the race!

After packing up the boat, we retreated to the tiki-bar where a free keg of beer was waiting for us.

In the previous DICY BOTY race, Rocket flew down to Egmont Key and back in brisk winds.





While this time Rocket mostly floated around, and we didn't get to race, it was nice to be out on the water with a good fun crew.

It had been my birthday the day before - after the race the Safety Harbor gang and Will took me to a Thai Restaurant on Davis Islands which was a real treat.

## RECAP OF OUR GUEST SPEAKER FROM JAN.7 SHBC Meeting "Journey to Find the Sea off the Coast of California"

By Ellen Henderson

Our Guest Speaker was cross-country traveler, **Barry Fox**, who with his daughter, **Dusty** and their trusty dog, **Peanut**, journeyed across this nation, camping mostly along the way on their way to find the sea off the coast of California. It was very interesting to hear about their exciting adventure cross-country, especially the Redwood and Sequoia Forests. Yes, we did see sailboats once they reached the Coast of California.

[Eds. Note... Barry's pictures were included in the November 2014 (v2n11) issue.]

## Sailing Book Reviews

By Mikey

I received two books for Christmas. They were a gift from my Daughter-in-Law's sister, Stephanie. She was concerned that it was not enough gift, but they ranked right up there with everything else. How can a book about sailing given to a sailor not rank high on the Thank You Meter?

**Blue-water Sailing:** Sailing beyond the sight of land, typically 12 miles or more.

**Real Blue-water Sailing:** Sailing beyond the 600 mile range limit of Coast Guard rescues.

It did not take me long to read the first, "**Cape Horn to Starboard**" by John Kretschmer. Each chapter is about 8-12 pages long, so it was easy to read in increments. John is the subject of his book and tells his story in increments.

I am not even close to a blue-water sailor, but I am convinced he was just plain lucky. Don't get me wrong, he had some seriously unlucky too, but survived what has permanently terminated many sailors in the past.

I suspect his going from a raw novice with no vision of what lies ahead to an accomplished blue-water sailor describes how most became blue-water mentors. At least those that survived.

The story starts out with him leaving school, you can read the book for the details, and going thru the purchasing of several boats. A trip to Alaska in this time to earn lots of money did not work out as expected, but he surprisingly had his mother's blessing before going.

Leaping forward in the book, he meets Molly and she is very accommodating of his dream to sail around Cape Horn. The dream is to sail the path of the old clipper ships that were 200' long, from New York to San Francisco in 120 days. He also finds a friend with resources and a 32' sailboat that becomes part of the dream.

Obviously he survives to write this book, but that is all I am giving away. Purchase a copy and enjoy the story like I did.

**"Cape Horn to Starboard"** by John Kretschmer  
Published by Burford Books  
ISBN 978-1-58080-162-1 Paperback, 2010 edition  
\$16.95 Retail

The second book is "**Sailing a Serious Ocean**", also by John Kretschmer. It is subtitled "Sailboats, storms, stories, and lessons learned from 30 years at sea." This book is primarily about selecting a boat for blue-water cruising, outfitting, and then surviving the trip. He includes a list of boats varying in length from 25' to 84' and explains why he likes 25 of them in detail. I found it odd his list, culled from the Seven Seas Cruising Association bulletins, did not mention the Pearson Triton, a well-known and trusted 28' blue water cruiser. The 25-footer was a Cal 25. Who in their right, or wrong, mind would blue-water that thing?

John spends a lot of text on storms and waves with both theory and actual experiences. This is why I am recommending this book. If you plan on sailing more than ½ mile from land in anything, you will want to read this book. If you encounter 8' waves in a 20' boat, you will get about the same ride experience as a 40' boat in 18' waves. In other words, knowing how to ride out a storm in any boat can be pretty useful.

Did you know that there are three methods of managing your boat beside heaving-to and letting out a sea anchor (drogue)? There are the "running-off", "forereaching", and "lying ahull" methods as well. The last one is considered the method of last resort; Google it and you will see why.

Buy a copy of this book. I suspect you will read it multiple times.

**"Sailing a Serious Ocean"** by John Kretschmer  
Published by International Marine / McGraw-Hill Education  
ISBN 978-0-07-170440-3 Hardback  
ISBN 978-0-07-171812-5 Color ebook  
\$24.00 Retail

## Looking to Buy...

I am interested in purchasing a **Davis Mark 3** sextant, preferably with an instruction manual and at least one worksheet.

Mikey

## 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.