

# S.H.B.C.

## Sentinel

Apr 2015

V3N4

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.

### **Guest Speaker for APR. 1 SHBC Meeting**

By Ellen Henderson

SHBC Member and licensed Captain, **Jack Youra** will be giving a talk, with photos from his recent, January cruise in the British Virgin Islands (BVI). You'll hear about what went right and lessons learned in selecting a crew to share a sailboat for a week. Plan to attend our April 1 SHBC meeting at the Safety Harbor Library and share the dream of sailing in the BVI's.

### **RECAP OF MAR. SHBC MEETING'S GUEST SPEECH**

By Ellen Henderson

Dan Chesnut gave his third presentation to SHBC at our March 4th meeting on his cruise to the Dry Tortugas. Even though SHBC member, John V. had sailed there in the past and had given his presentation on their trip, we gained new insights, such as the mistakes and corrections that Dan C. made during his anchoring at Garden Key. It was a most enjoyable evening.

### **SHBC ANNUAL ST. PATTY'S DAY RACE AND PARTY**

By Ellen Henderson

Preparations for this **SHBC** annual celebration of the Irish began with **Barry F's** purchasing all of the food and supplies to be prepped, cooked and consumed by **SHBC** members and their guests. **Barry** and his early Food Prep Team arrived at 11:00 am, along with the Decoration Squad, headed up by yours truly.

By 1:00 pm the decorations were complete and the chopping and peeling of Irish veggies was in progress. This year's **Head Chef, Von T.** and his assistants: **Mike M., Betty T.** and **Rose M.** were busy all afternoon preparing the fine Gaelic feast.

Meanwhile, the **SHBC** racers, led by this day's **PRO, Chris G.**, set out on a course heading south toward the White mark in declining winds. "**Shibumi**", with **Marty H.** at her helm was first over the start line followed by **Brian G's "Wild Irish Rose"**. They both opted to stay on the LEFT North-East side of the course, as the winds lightened and they were duking it out until "**Wild Irish Rose**" pulled ahead.



"**Amelia's**" **Barry F.** saw the afternoon wind shift first and he tacked Southwest followed by "**Jean Marie**", with **Dale C.** at the helm and "**Wanderlust**", on which it was **Ron P's** turn to Skipper. "**Shibumi**" now saw the shift and just took off, leaving "**Wild Irish Rose**" in the dust, going from first to last place.

After the Orange mark rounding, "**Amelia**" went north, as did "**Wild Irish Rose**", on a hunch that it was the preferred side of the course. **Marty H.** & the crew on "**Shibumi**" immediately tacked south, as is their normal plan to get ahead of the fleet.

But alas, with the wind continuing to shift and accelerate from SW->W->W/N-W, this was not their day.

"**Amelia**", "**Jean Marie**", and "**Wanderlust**" all tacked South to remain inside the "cone", while "**Wild Irish Rose**" staunchly remained on the north, right side of the course, heading W/N-W almost to the lay-line, a very unusual racing maneuver, due to the persistently shifting wind, which subsequently moved the "cone" W/N-W. "**Wild Irish Rose**" was now in first place again. However, the finish line presented a problem, as we went into irons during the attempted crossing, as the "pendulum" unfortunately swung South at just that moment. Two more tacks resulted in "**Amelia**", passing us to earn the **First place prize** of lots of beer, not only finishing first in place, but also on corrected time. Congrats to "**Amelia**".

"**Wild Irish Rose**" came in 2<sup>nd</sup>, followed by "**Jean Marie**", "**Wanderlust**", with "**Shibumi**" in last place.

The **St. Patty's Day Party** was spectacular with nearly 60 members and guests in attendance. It was mostly a sea of green outfits and headgear. A special celebration was made to honor **Paul**



**Pope's Father, Glen** who turned 85, complete with a Birthday Cake. All of the many volunteers were feted (See Photos) and **Brian** and **Phyllis G.** along with **Barry F.** led the attendees in a medley of Irish Songs. There are also party photos on our SHBC Facebook page.

After the party clean-up, a handful of participants partied on until nearly midnight. It had been a thoroughly enjoyable day with great weather.

## More St. Patty Pictures...



## Back-Bay Triangle Race and Dock Party

By Chris Dolin

6 Boats and 17 crew competed in the annual Back Bay Triangle on March 7. The race started late, as Incentive who was taking the markers out, ran aground in the marina. Lots of fellow club members came by to laugh and take photos of our predicament.



Mother nature blessed us with good winds and cloud cover for the **7.87** Nautical Miles course. It was an exciting close race, but in the end Pegasus prevailed once again by a margin of 6 seconds over John Marie.

Rumboogie, who instigated the trophy years ago, came in third, a further 24 seconds behind.

Next followed Shibumi, Amelia and Wanderlust.

Everyone enjoyed a dock party after the race.



## SHBC ANNUAL "BACK BAY TRIANGLE" REGATTA

By Ellen Henderson

On Sat. March 7, SHBC hosted it's annual **BACK BAY TRIANGLE REGATTA**. The weather was predicted for winds at 10 knots from the N-NE and the high temps were to be about 71-73 degrees, perfect for this race. However, the tides were in their Winter full-moon phase and were extremely low when **Aussie Chris D.** accompanied **Dale C.** on "**Incentive**" to preset the additional temporary marks at the far SE end of the course, at the W. end of the Courtney Campbell Causeway big bridge and the far West mark near the small bridge along the Causeway. Unfortunately, they were stuck in the sand in the middle of the channel for nearly two hours, delaying the start of the race, until they were able to return to the SH marina to board their respective racing boats as crew.

We on **John V's "Pegasus"**, with her centerboard in the up position, were among the first boats out to check out the wind direction, shifts and speed. "**Shibumi**" had some difficulty getting out also in the middle of the channel, but were quickly able to get off the sand, as the tide was rising. However, the situation was different aboard "**Wanderlust**", with **Commodore, Ron P.** at the helm. "**Pegasus**" took down her sails and motored back into the channel to assist "**Wanderlust**" in getting out to the course. The rest of the fleet: "**John Marie**", "**Rum Boogie**" and "**Amelia**" easily made their way out to the starting area.

**Race Chair, Aussie Chris D.** had designed a five-leg course that was nearly 8nm long, which would be a real workout for crew and skippers. The first leg was the longest at 2.72nm SE down to the mark at the West end of the Big Bridge on an approximate heading of 114 degrees. It was an easy leg with "**Rum Boogie**" setting the pace and she remained in first place throughout the race. There was a starboard rounding to the second leg at about A 280 degree heading to the permanent white mark with a 360 degree turn around this mark to mix things up a little; then on a downwind pole-out 220 degree leg to the dropped mark for the third leg to the small bridge with another starboard rounding. The fourth leg was about a 45 degree heading into the wind up to our regular permanent orange mark, this time with a port rounding, then heading due west (270 degrees) toward the finish line.

"**Rum Boogie**", with solo sailor **Gerry, C.** at the helm, finished first in place, but **John V's "Pegasus"** corrected out to be first overall, even though the boat was fifth to finish in place. After a 7.87 mile race, "**Pegasus**" once again becomes custodian of the ship's wheel Back Bay Triangle trophy for another year with a 6-second corrected lead over **Vice Commodore, Chris G's "John Marie"**, which had hit a mark and had done the required 360 degree turn to exonerate themselves, which would have otherwise put them in first place. "**Rum Boogie**" corrected out to third place - a further 24 seconds behind "**John Marie**".

The party was a "hot dog" feast on the marina docks, set up by **Barry F.** and cooked by **Chris G. and Dale C.**, with lots of pot luck appetizers, sides and deserts plus adult beverages provided by the racers and their spouses. It was fun mingling with all of the other racers and hearing their "stories", while navigating the skinny dock to avoid falling off. It was truly a fun day with great weather.

See detailed race results below:

Place	Boat	Finish	Elapsed	Corrected	Rating
1	Pegasus	04:52:07	02:20:07	04:45:33	225
2	John Marie	04:50:14	02:18:14	04:45:39	210
3	Rum Boogie	04:46:03	02:14:03	04:46:03	175
4	Shibumi	04:47:33	02:15:33	04:47:33	175
5	Amelia	04:50:14	02:18:14	04:50:14	175
6	Wanderlust	04:56:41	02:24:41	04:56:41	175

## ORF Race Series Report

By Chris Dolin

The club held a short Wednesday afternoon series in January and February, dubbed the 'ORF' series - Retired Old Folks'. Four races were scheduled, but only three took place.

Being a short series the skippers contributed items to the prize pool, rather than award trophies. Prizes were presented at the March meeting. Wanderlust and Incentive competed in one race.



1st place : Amelia - prize 'Remembering your first wine and cheese party' - bottle of MD20/20 grape wine, Cheetos and 4 pack of Ensure.



2nd place : Pegasus - prize 'pack of Depend and Hemorrhoid prep cream'



3rd place : Shibumi - prize 'Two Old Goats arthritis lotion and fixodent



4th place : John Marie - prize 'bottle of Geritol and instructions on 'Everything you wanted to know about Viagra'

## **On-board WiFi Booster System**

By Mikey

When on my boat down at the marina, I get iffy WiFi reception from the local free hotspots, Crisper's and Starbuck's. When inside the boat, it drops to a nothing signal. For this reason, I became interested when a sailing magazine ran an article for a WiFi booster system. It claimed a useful range up to 5 miles, but even 2 miles would be fantastic.

The article said the cost was about \$200 if you put it together yourself and a LOT more dollars if you buy a ready-to-go system. Having many years of experience putting Christmas toys together, I figured I qualified for the DIY version. However, until recently I did not have a financial incentive to make it happen.

When my youngest son got married and moved into his own place, we soon learned internet cable service was not available there. He did sit between two WiFi access locations, but not close enough to either to get a reliable signal. I figured this would be an ideal situation to set up the booster and test the performance. It would also allow me to learn the details of how to set it up. Ordering the parts was actually the least painful part of this project.

### Parts List for My Version:

- Antenna, EAG-2408 2.4 GHz, 8 dBi
- WiFi booster, Ubiquiti Bullet M2-HP
- Booster power, Ubiquiti Poe-15, 120 volt input (Use 12 VDC input if marine.)
- CAT-5 outdoor cable, 50'
- CAT-5 lightning arrestor (did not use\*\*)
- WiFi router, TP-LINK TL-WR741ND with LAN ports, 120 volt<sup>^</sup>
- 8db stick antenna for router (did not use\*\*\*)
- CAT-5 cable, 10'

\*\* = Due to antenna location under power lines. Power lines provide a cone of protection.

<sup>^</sup> = Many routers can be powered with an optional 12 volt adaptor cord.

\*\*\* = Entire living space and outdoor patio had good signal strength from the router.

I hooked everything up and then searched the internet for some how-to info. I figured somebody did it before and all I would have to do is copy their work. Bear in mind I have worked with I.P.'s, routers, and networks. I found plenty of info on how to set up the Bullet, and plenty more on how to set up the router (any of them). I wanted to have the booster pick up the signal, send it to the router, and have the router be my local WiFi hotspot for all my devices. Just like home. But nowhere could I find how to set the two up so the booster would talk to the router.

I finally realized there was no info because nobody knew how it worked. With all the marine descriptions, they would gloss over that part! After two full days of trial and error, and at least 50+ reboots, I finally figured it out... I think. So much for the plug-n-play concept. I will not bore you with the details, but the synopsis is that the Bullet feeds the router on a subnet via DHCP, and the router cannot be on the same subnet address as the Bullet. That said, if you want to do your own, get with me and together we will make it happen.

*Footnote:* I usually see 5-6 WiFi signals at home, where 3 of them are mine. With the Bullet operating, I saw 30-40 WiFi sources at my house!

## Quit Looking to Buy...

I have purchased a **Davis Mark 3** sextant with an instruction manual. For those not in the know, it is known as the "Lifeboat Sextant" and often used in Marine Navigation classes. The next step was to locate some reading material on how to use it. I found nothing directly related to this model, which does not have the screw Vernier adjustment, but found tons of material on nautical navigation. I even found a downloadable free copy of the 2015 Nautical Almanac in PDF form.

If you are wondering why I bought a \$50 plastic sextant instead of a \$750 one, you probably already have the primary answer. Another reason is that plastic does not corrode and will not break the bank if it goes overboard. Finally, I did not want to spend a lot of money on a learning tool, even if I could use it in my other hobby, astronomy.



I doubt I will ever actually need to navigate by sextant. I am a hard-core coastal sailor, and a firm believer in the All Powerful GPS. I have no intentions of sailing out to the Deep Blue where I cannot see land. But it is always good to have a backup plan, no?

I am exploring the Air Almanac (free PDF <http://aa.usno.navy.mil/publications/docs/aira.php>) created for pilots. It has less resolution than the regular nautical version, but much faster to use. If I am using a lower-resolution sextant, what is the advantage of higher-resolution tables? If I can ever figure this stuff out, I might do a report on the results.

I found this to be a very useful link...

<http://www.nauticalalmanac.it/en/navigation-astronomy/marine-sextant-table-corrections.html>

Just Google “nautical almanac” and “plastic sextant”, and keep following the links.

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.

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