

S.H.B.C.

Sentinel

May 2015

V3N5

The S.H.B.C. Sentinel is a periodic publication (terms of submission, last page) 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 MAY SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON

Plan to attend our Wed., May 6 SHBC meeting at 6:30 pm, which will be held at the a new venue for this month at the:

**CYPRESS MEADOWS COMMUNITY CHURCH
2180 MCMULLEN BOOTH RD.**

The Church is located on the East side of **MCMULLEN BOOTH RD.**, between Sunset Pt. Rd (Main St. in SH.) and Enterprise Blvd.

Our guest speaker will be Charlotte Samson, who just five years ago was a beginner racer and she is now an international competitor in Windsurfing. Come learn about Charlotte's accomplishments and her future competitions throughout the world.

RECAP OF SHBC APRIL 1ST MEETING - GUEST SPEAKER – JACK YOURA's - CRUISE IN THE BVI'S

BY ELLEN HENDERSON

Pix By Jack Youra

SHBC Member and licensed Captain, **Jack Youra** gave a talk, with photos from his recent, Jan. cruise in the British Virgin Islands.





Jack shared what went right, and wrong, and lessons learned in selecting a crew to share a sailboat for a week. If your potential crew

members are not experienced cruisers, make sure they are at least outdoor campers, who don't need to be at the dock each night and they enjoy anchoring out and the feeling of the sailboat heeling on the windward legs.



WHIRLWIND ON A WINDMILL

BY ELLEN HENDERSON

After many months of requesting to crew the **Windmill - Rita B.**, owner **Cameron C.** decided to give it a go with me as crew on the Wed. evening race on April 8. Initially I was a little apprehensive, as I had not raced on a small boat in 15 years and was concerned about how quickly I would be able to get to the high side if the wind piped up and to swiftly change sides while getting the jib in FAST during a tack. The first few practice tacks I was not that fast to the high side, but soon everything started to gel.

Our inventive **Race Chair, Aussie Chris** designed this evening's race so that the fleet headed North on the first leg to round the Middle Tower in Mobley Bay. Since the prevailing wind was from the NW, all boats started on port tack. "**Incentive**" with owner **Dale C.** at the helm was the first boat over the line, followed shortly by "**Amelia**" with **Aussie Chris** helming. Due to the fact that the **Windmill - Rita B** has no radio (therefore not knowing the starting sequence, nor was there a horn nor whistle sound), owner, **Cam C.** opted to get in line and follow the two lead boats over the line, so as to not be over early. Bringing up the rear was "**Wanderlust**", with **Roof D.** in charge.

After the start, **Marty H.** became the new helmsman on "**Incentive**". "**Amelia**" went closer to weather about 20-30 degrees above the lay line, in order to easily overtake "Incentive" to windward. The **Windmill - Rita B** was originally in "Incentive's" long wind-shadow to leeward, but eventually broke free to get ahead.

At the Tower mark-rounding to port, the **Windmill - Rita B** easily tacked inside to starboard to round the mark first, followed by "**Amelia**", which took a wider turn, enabling the **Windmill - Rita B** to slide inside. The second leg was back to the start line (with an open gate) for another port rounding, heading east toward the Orange Mark. Without even a compass, nor a GPS the **Windmill - Rita B** found the Orange Mark, while still in the lead. "**Wanderlust**" had previously passed "Incentive" and was nipping at the "**Amelia's**" skirts. Unfortunately, "Amelia" misjudged the finish mark and hit it after many tacks on the last windward leg, resulting in a necessary 360 degree turn, which allowed "Wanderlust" to pass her and finish second behind the **Windmill - Rita B**. "**Incentive**" finished last behind "Amelia". See the attached race photos taken by **Cam C.** aboard the **Windmill - Rita B** during the race and also the corrected times. The **Windmill - Rita B** unfortunately was not scored, because the Race Committee did not have a rating for the boat.

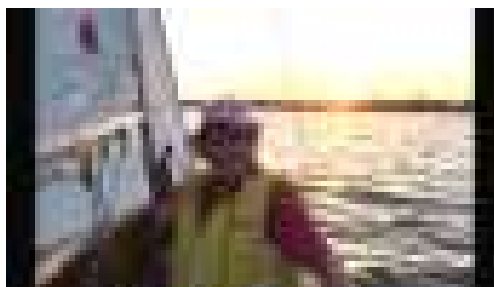
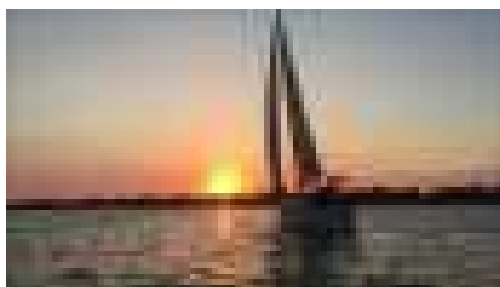
Results of Wed 4/8 race:

(Time on Time scoring now in place: Average wind adjustment 550)

		Finish	Elapsed	Corrected
1	Incentive	19:49:18	01:29:18	01:19:56
2	Wanderlust	19:42:03	01:22:03	01:22:03
3	Amelia	19:48:20	01:28:20	01:28:20



<https://www.youtube.com/watch?v=BCBLLYFaUp8&list=PL6Cl2BA93A05B4067&index=18>



March 25 Race Results

By Ed Malek

Hello SHBC Racers and members who may have an interest in racing,

I was asked to write up an article about our most recent race which was on Wednesday evening, March 25th. Due to the short time frame for the article to be published in our News Letter and my personal free time I had to cut approximately 80% of the action that took place and just give you a very trimmed down version of the events that took place. So let's get started.

Editors Note: *Ed's story did not arrive in time for inclusion onto the previous edition.*

We had four boats participating in the race: Amelia, a 27ft Catalina, John Marie, a 27ft Hunter, Shibumi, a 27ft Hunter, and Wanderlust, a 26ft Pearson. The medium 5 to 8 knots of wind were shifting and many adjustments to the sails were necessary to achieve maximum speeds up to about 5 knots. The race was about 4.4 nautical miles and consisted of three legs as follows; Start/Finish line southwest to the White Marker, Northeast to the Orange Marker and then into the sunset back to the finish line.

Below I have each boat's position from the start to the finish as they rounded each mark to give you a perspective of who was in the lead and when. (**Disclaimer Not responsible for any errors in this article as the sources for this information are known on occasion to be notorious liars.)**

The Start

1st Wanderlust had a great start off the line within a foot of going over prematurely at the gun.

2nd Amelia just squeezed through the start as Shibumi was pushing her into the ball, but eased off at the last few seconds.

3rd Shibumi crossed ahead of John Marie and stayed in front of her, forcing her further West of the first mark.

4th John Marie was the last boat to cross the start line but hung in close to Shibumi, unable pass her due to being pushed by Shibumi to the West.

White Marker Position Rounding

1st Amelia Rounded first about 3 boat lengths ahead of Wanderlust.

2nd Wanderlust, after rounding the mark, slowly gained on Amelia who kept pushing Wanderlust off the mark when nearing the mark.

3rd Shibumi, after rounding the mark, gained on Wanderlust and Amelia, who was playing games pushing Wanderlust off the Orange mark.

4th John Marie Still hanging in behind Shibumi but closing the gap.

Orange Marker Position Rounding

1st Wanderlust overtook Amelia just before rounding the mark, then tacked to the South avoiding the shoals.

2nd Shibumi barely overtook Amelia as they rounded the mark, and then quickly tacked to the South avoiding the shoals.

3rd Amelia took a Northern tack up into skinny waters towards the shoals and more or less stayed to the North.

4th John Marie took a Northern tack up into skinny waters towards the shoals but tacked early on to the South, and tacked far enough south so as to make a straight run on the final tack to the finish line.

The Finish Line (A Battle between Amelia and John Marie) Almost a photo Finish!

1st Amelia crossed the line from the North.

2nd John Marie Crossed the line from the South 3 seconds later (Note: May be declared winner if corrected time is used)

3rd Shibumi time was not available at time of writing this article.

4th Wanderlust finished about 2 or 3 boat lengths behind Shibumi.

In conclusion it was another exciting race finish and all had a good time at the post race party on the Amelia. And that's it folks! See you at the next race.

Safety Harbor Boat Show

By Von T.

The Safety Harbor Boat Show invited our club to have a table to discuss the many benefits of being a member of the Safety Harbor Boat Club. The show was held at the Safety Harbor Marina. There were new power boats, pontoon boats, kayaks and Hands-on learning! Participants rig lures, tie knots and learn how to throw a cast net. There was also Boating accessories, fishing gear, apparel & more available for sale.



A big thanks to members Barry Fox, Chris Garill, Connie and Paul Pope, Mike and Sherry Duffy, Ellen Henderson and Von Taylor for manning the clubs table. We would also like to welcome new members Jamie and Joseph Kelley who signed up at the show for a club membership. Also

thanks to Mike and Sherry for supplying a beach umbrella to keep us out of the sun. Here is a link about the show <https://www.youtube.com/watch?v=HRc4URlqP7w>

Kindest Regards,

Von

Racing on a Warm Wonderful Wednesday.

By Cam Carlin

To the White - to the Orange - to the finish.



All to Port they hailed:
Rita B Styx, Amelia,
Capt. Ron girls', and
then Incentive.

Barreling Barry took honors with the Windmill a fine second. Capt. Ron was looking good and Incentive finished in the golden blaze of a setting sun. Oh and thanks to the Race Committee! Pictures attached.



THE RACE OF CHANGING LEADS (Sat. 4/11 Race)

BY ELLEN HENDERSON

After the recent Wed. night SHBC race, as we were putting away **Cam C's** trailered **Windmill "Rita B"**, **Karen Sparks** wandered over to his boat to inquire if **Cam** had built the beautiful 1981 all wooden boat ("no"). We then asked if she were a racer. The response was "not yet, but I want to be." So we invited **Karen** over to **Dale C's** boat for the post-race party, where everyone was having a great "rum" time, telling the "usual lies".

Fast forward to this Sat.'s 4/11 race, when **Karen S.** was invited to crew on **John V's "Pegasus"**. She immediately decided to join SHBC and handed our **Treasurer, Barry F.** a check for this year's membership, before boarding **"Pegasus"**.

Fortunately, for the crew on **"Pegasus"**, the race start got delayed for nearly an hour, because of extremely light winds (1 to 1-1/2kts.), with a strong incoming tide, which had most of the fleet too far N.W. of the start line at the original start sound, before it was postponed. So some of the crew on **"Amelia"** put down their swim ladder and jumped in the bay fully clothed to cool off.

Meanwhile, since **"Pegasus"** doesn't need much wind to move and with her jib partially rolled up, the delay afforded a great opportunity to teach **Karen S.** how to properly grind, release, tack, gybe, do downwind jib trim, scramble to the high side and cross-winch if the wind should possibly pick up and lastly, find where the marks were. **Karen** is a very quick learner. And like magic, the wind filled in with the sea breeze from the SW and the SHBC fleet was off and running.

While this writer is usually busy paying close attention to wind shifts, competitors' positions, etc., we were very busy (with brain inside **"Pegasus"**), furthering Karen S's first race, first active sail coaching; so subsequently, missed most of the "action" outside of the boat. So this article is comprised of "memories" from phone interviews with various boat owners and crew, who had participated in this race.

However, as you will see, there are some "discrepancies" in their memories of what occurred during the race. At the start, **Marty H.** who was helming **"Incentive"**, believed they were first over the line, followed by **"Pegasus"**, with which owner, **John V.** concurred. However, the other competitors all thought they were second to start, except **Commodore Ron P.**, who felt he was third over the line and **Vice Commodore, Chris G.**, aboard his **"Jean Marie"** stated they were last to start.

During the first leg southward to the White mark, per **John V.**, **"Wanderlust"** passed **"Pegasus"** to leeward, which was corroborated by **Ron P.** All boats were on starboard tack originally on a fetch. However, the winds were shifty, trying to work their way from SW to W, which caught **"Pegasus"** by surprise and she was pulled up by a gust from leeward to nearly missing **"Incentive"** as they were passing us to windward. Due to the fact that **"Pegasus"** is so light, **John V.** had his hands full with the jib totally open, and he didn't have time to warn **"Incentive"**, which initially interpreted the move as aggressive, as was not the case. However, per **Marty H.** **"Incentive"** did pull ahead to be the second boat around the White mark, behind **Barry F's "Amelia"**.

During the second leg NE toward the Orange mark, all of the fleet was wing-on-wing with poles out, with the exception of **"Pegasus"**, which was on a very broad port reach. Per **John V.**

"Pegasus" passed **Wanderlust**", which again passed "Pegasus" to leeward. Aboard "**Jean Marie**", **Chris G.** declared that they passed "Incentive" on the second leg. On "**Incentive**", both **Marty H.** and foredeck hand **Mark K.** stated that they had difficulty with the pole, as a sudden wind-shift gust grabbed the entire fleet, forcing most of the whisker poles forward, as the wind was now coming from the West. Luckily for us, about half way down this leg "**Pegasus**" had chosen not to set a pole after deciding to go wing, while hand-flying the jib to keep it from collapsing behind the main. So when the sudden shift occurred, all we had to do was just gybe the jib back to starboard and subsequently we started to catch up with the boats ahead, while they were fussing with their poles.

Now this is where the memories get "fuzzy". It appeared to us on "**Pegasus**" that "**Amelia**" was clearly first around the Orange mark and per Barry F. "**Wanderlust**" was beside them. However, **Ron P's** recollection is that "**Wanderlust**" passed "**Amelia**" on the second leg. And finally **Marty H.** on "**Incentive**" declared that they were second to round the Orange mark, while we on "**Pegasus**" observed them behind us after we passed them per **John V.** Who knows, who cares??? This gives new meaning to "beer-can" racing.

We on "**Pegasus**", believed we were third boat around the Orange mark and Chris D. announced his "**Jean Marie**" was fourth around it. He also mentioned that both "**Amelia**" and "John Marie" went north. However, "**Amelia**" tacked south first, while "**Jean Marie**" carried on North toward the sea grasses before tacking south.

During the last windward leg, per **John V.** "**Pegasus**" initially hardened up then passed both "**John Marie**" and "**Amelia**", after tacking South onto port. Our neophyte, but observant crew, **Karen S.** was first to notice that "**Amelia's**" swim ladder was still in the down position and it was dragging behind them, while this writer saw them also dragging their lazy sheet on the windward side. Our helpful skipper, **John V.** radioed them about their predicament and so "**Amelia's**" position changed rapidly after retrieving their errant boat parts.

Meanwhile, "**Wanderlust**" was in her milieu and, as usual, she passed the fleet to finish first per Ron P., followed by "**Amelia**" per **Barry F.** "**Jean Marie**" got ahead to finish in third position, just seconds before "**Pegasus**". Per **Chris G.**, "**Incentive**" finished last. **Dale C.** hosted another fun party on "**Incentive**". The final corrected race scores were not received in time for this publication.

BCYC TO HOST ANOTHER WOMEN'S CHALLENGE REGATTA - MAY 9

By Ellen Henderson

Two boatloads of SHBC female racers (skippered by Aussie Chris and Ellen H.) will be competing again at the **BCYC WOMEN'S CHALLENGE REGATTA** - to be held on **MAY 9**. Most folks will remember this race as the "Bikini Cup", which was renamed last year.

If you are a female racer, who wants to crew on a BCYC boat for this Regatta, go to their Club's website: www.sailbcyc.org and check it out.

On-board Wi-Fi Booster System - Update

By Mikey

Last month, I presented an article about adapting the Bullet Wi-Fi repeater system for land use by my son. The other son decides he wants one too. His wife manages customer service for their new kid's headphone business. He wants her to have Internet access while at the residential neighborhood park. With a directional high-gain antenna, we may be able to remote off their Wi-Fi system at home (the park is not that far away).

I will keep you posted on the solution and level of success.

Sextant Story Update...

By Mikey

I already mentioned I purchased a **Davis Mark 3** sextant. This triggered a couple of more purchases, a Nautical Almanac and a tutorial book sold by Mystic Seaport Museum, as well as a flurry of Internet searches with downloads.

I am beginning to understand why there is a scarcity of sextant users out there. Any attempt to learn how to use one is met with a gob of acronyms like **ZT, SHA, DR Lo, H_c, H_o, Dip, Dec**, and more! Then you get to reference one or more of "reduction tables" to fill in forms with 8+ seemingly unrelated sections. Nothing on the forms tell when or where to put the solution of one section into the body of another.

I understand location finding with astronomical bodies requires absolute accuracy in the process (garbage in, garbage out), but chaos is totally unacceptable to me. Although I have been in Astronomy for 30+ years (telescope with 8" mirror at home) and understand Celestial Geometry, I find many of the provided tutorials difficult to follow. It is like they all use the same drawings and text to teach, it is not enough to know the material, you have to understand it. I am not looking to be a navigation expert. I just want to be able to hit within 5 miles of my actual position. I can see land when located that close to it.

I discovered a blog a few days ago discussing the merits of learning to use a sextant. About 2% wanted to learn the sextant just because it is there, or for nostalgia. The rest said they learned how to do it and then never used the device again. They ALL agreed **Dead Reckoning** was the skill to learn and practice. I agree, but I do not think sight reductions should be ruled out.

It may take a while, but I intend to come up with a system that matches the simplicity of the sextant I bought. I will also keep my GPS batteries charged, just in case.

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.