

# S.H.B.C.

## Sentinel

June 2015

V3N6

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 JUNE SHBC MEMBERSHIP MEETING**

BY ELLEN HENDERSON

Plan to attend our Wed., June 3 SHBC meeting at 6:30 pm, which will again be held at the temporary venue at:

**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 Club meeting will be in the first building on your right, after you enter the parking lot and there is plenty of parking on the Church campus.

Our guest speaker will be a special surprise initiated by our very own SHBC member **Patrick Whelan**. Plan to attend to support **Patrick's** speaker and his exciting timely topic.

### **SHBC FREE TOUR OF THE ARMED FORCES HISTORY MUSEUM**

BY BARRY FOX AND ELLEN HENDERSON

Since a number of SHBC members and guests recently celebrated Memorial Day at our party pavilion, it is fitting that our Club Members have the opportunity to participate in the **FREE TOUR OF THE ARMED FORCES HISTORY MUSEUM** on Thurs. June 18 for **Seniors 50 and older**.

Normally, the museum charges \$15.00 per person, so this is a real bargain, on this special day. We will be meeting at the Safety Harbor Marina parking lot at **10:00 am** to carpool down to Largo

to the Museum. Please contact Barry Fox by e-mail at [shbc4fun@gmail.com](mailto:shbc4fun@gmail.com) or by phone H (727) 7259083 or C (727) 265-6628 to let him know if you will attend & want to be part of a carpool or if you are willing to drive. ← RSVP ←

If you plan to drive directly to the Museum, the address is:

**2050 34th Way North Largo 33771**

It is just off Ulmerton Rd. (727) 539-8371 [www.armedforcesmuseum.com](http://www.armedforcesmuseum.com)

Patrick Whelan has toured this museum & said it was very worthwhile. Since the FREE tour lasts only until 2:00 pm, we'll plan a late lunch at a nearby watering hole, which serves adult beverages.

## All Aground!!

By Chris Dollin

Four boats turned out for the 5/13 Wednesday evening race – Amelia, Wanderlust, Incentive and Cameron on his paddle-board. I had planned to crew on Pegasus, but unfortunately her skipper was not able to make it, so I raced on Wanderlust.

The wind was from the WNW, which is good for racing around the middle power tower to the north. The tower was used as a race mark a few weeks ago with the same wind direction, and a 2.75ft high tide. Wednesday's tide was 1ft low at 7pm. There's plenty of water around the tower, but it gets shallow close to shore, so I asked Captain Barry and Captain Dale if they were ok about racing around the tower to which they replied 'Sure'!!

The course was set from Start to the Tower, back to the Start Line, out to Orange then back to the Finish Line. If the wind didn't change, there would be a downwind leg to Orange, then a beat back to the finish.

Cameron started out paddling five minutes early. Incentive got a great start, hitting the start line at full speed, then Wanderlust crossed ahead of Amelia. Wanderlust was in the lead coming up to the tower with Amelia quickly gaining ground. Captain Ron gave the tower a wide berth allowing Amelia to sneak around on the inside in front, but she didn't get far before she ran aground (it wasn't quite low tide at this stage)!

"Now's our chance to beat them" – I said, so Wanderlust powered on around the course. I couldn't figure out why Incentive wasn't closer to the front going towards the tower, but they too had run aground on the way to the tower! Guys, you need to start using that fancy new chart plotter!!

Wanderlust was first over the finish line, followed by Incentive then sometime later Amelia who had eventually got going again. Amelia then headed back out to Orange to check on Cameron who was still paddling round the course. They offered him water, beer and a tow which he declined.

Wanderlust started up her engine to head back into the marina, only to have her motor overheat! Captain Ron requested Amelia to tow Wanderlust back to the marina which they agreed to do

after checking on Cameron. Wanderlust had packed her sails away, which in retrospect was a mistake, because she drifted into the manatee area, and (only slightly) ran aground. The sails were raised again to move away from the shallows, and Amelia who gave Cameron a tow from the finish line dropped him off, then Ed threw Wanderlust a line, followed by a beer for the thirsty race chair !! Wanderlust was towed back into the marina, and after the tow rope was let go, Amelia once again ran aground (for a bit) in the marina near the boat ramp!

Despite all the groundings, a great time was had by all. It was a lovely evening, and the wind stayed up which was a bonus! Thank you to Barry for hosting the post-race party on Amelia ! It was easier to move Dale from Incentive, than to move the mob from Amelia!

Later on, I found out that Barry and Cameron had jumped in the water to try and push Amelia off the sand-bar. The swim ladder was down – Amelia started moving, Barry grabbed hold of the ladder and was dragged along in the water. Being the big strong lad he is, he was able to eventually dragged himself back onto the boat. Pity no-one got an action shot !! That must have been some sight!!

Incentive won the race on corrected time, Wanderlust second and Amelia third. Sorry Cameron, I don't know how to rate a paddle board! It was great to have you out there with us. You deserve some sort of prize for being the only one not to run aground!

## **RECAP OF MAY SHBC GUEST PRESENTATION - Charlotte & Jerome Samson International Windsurfing**

BY ELLEN HENDERSON & VON TAYLOR

At our May 6th meeting, a presentation was made by **Jerome Samson** President of US Windsurfing and his daughter **Charlotte**. What a superb athlete **Charlotte** is on her board. The members learned much about windsurfing. Thanks **Charlotte** and **Jerome** for a great presentation. They were introduced by SHBC member Ellen Henderson. Be sure to check out this link. <http://uswindsurfing.org/2014/10/2014-rsx-youth-worlds-in-clearwater-going-out-with-a-bang/>

We look forward to be seeing Charlotte and her family out racing on their windsurfers in our future SHBC races. Charlotte hopes to compete in the next Olympics after the upcoming one in Rio. Hopefully our club will support and encourage her on her road to "GOLD".

## **Women's Challenge Regatta - Boca Ciega Yacht Club - Sat. May 9, 2015**

By Barry Fox; photo credits for the on-the-water pics go to Dick Risk.

The women of Safety Harbor Boat Club turned out in force and took home trophies in this recent annual competition held on beautiful Boca Ciega Bay. With steady 6-8 knot west-southwesterly winds and warm temperatures, ten sailboats raced in three divisions: Women Only, Not Coached (Man on Board), and Coached. This race used PHRF handicaps and Time on Distance calculations over the 5.5 mile race course.





Two of the ten boats were crewed by SHBC women crews; Catalina 27 *Amelia*, led by Chris Dolin, with crew Yvette Maldonado, Ellen DuPaul, Anna Henning, and Sherrie Rutland with owner, Barry Fox coaching (orange shirts). The second SHBC crew raced *Synergy*, a Catalina 28, owned by BCYC member David Burnham, and was led by Ellen



Henderson with crew Susan Keller, Karen Sparks, Paula Taylor, and Charlotte Samson (blue shirts) in the Not Coached (Man On Board) division.

The Women Only and Not Coached (Man On Board) divisions started together while the Coached division started five minutes later. The multi-leg race course began with a close reach to the upwind mark, then beam reaches and downwind runs to the east side of Boca Ciega Bay. Another long close reach leg followed to the west side of the bay, then a wing-on-wing downwind run back to the east side with a finishing upwind beat to the finish line.



Ellen Henderson and her crew aboard *Synergy* finished second, well ahead of the third place boat, in the Not Coached (Man On Board) division. Chris Dolin and her crew aboard *Amelia* finished a mere one minute & 13 seconds behind the second place boat to take third place in the Coached division.



The Rhumb Runners, BCYC's Women's Group, hosted and provided food for an outstanding party and awards presentation following the race. Barb Meyer, the BCYC Women's Challenge Regatta chairman, did an excellent job organizing the event and promised an even bigger field of boats for 2016. Mark



your 2016 calendars for the Saturday before Mother's Day...

this is a very well run event



with lots of fun and excitement and is a very pleasant day trip from Safety Harbor. Overnight free dockage for up to three nights is provided within the very well protected BCYC marina.

## On-board Wi-Fi Booster System – Update 2

By Mikey

Last month, I mentioned my other son decides he wants extended range Wi-Fi as well. 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 decided the Bullet would not work because it cannot source as a Wi-Fi hot spot if you are starting with cable internet. After lots of research, I decided a range extending signal amplifier was needed instead of a repeater. The concept is simple... unscrew that dinky little antenna from the router and hook up a high-power amplifier and directional antenna in its place.

I sourced and ordered some cables, antennas, and a 2-watt amplifier. By comparison, a typical router is rated at about 150 mW (0.150 watt), which explains why it is hard to cover the house with one unit. The stuff arrived at Jason's place and I went to work. It was quickly apparent the amplifier was D.O.A. and brought the project to an abrupt halt. God bless Amazon! I returned the dead amplifier for a refund and they even provided the return shipping label.

I was due to rotate back to the Land of Perpetual Vacation, so I packed everything in the suitcase and collected the kisses. Back home, I decided to not reorder the same amp and risk another failure. I am glad I did not because I found a 3-watt version that worked great. Initial testing showed a stronger signal than 5' from my repeater located cross-corners in the house. With renewed confidence in my technical skills, I set everything up for a range test.

I hooked it all up, set the antenna at about 5' high on my back porch, and headed out with my tablet. I will not bother you with the technical numbers, but I got over 1/8 mile range with a reliable connection. Before you holler "So What!!!", consider this... these frequencies are basically line-of-sight. On the straight line between my tablet and the antenna were 3 pool cage frames, two stone houses, some trees, and a hill. I was satisfied we were ready for the next step in the project.

Send it to Jason as a D.I.Y. kit and see if we get the needed range in his location.

You are probably asking by now what this has to do with boating? Actually, not much. It just started out that way and became a personal challenge. Maybe facing a personal challenge is the connection to boating?

## 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.