

S.H.B.C.

Sentinel

July 2015

V3N7

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.

PINELLAS COUNTY

SERVICE ALERTS PROPERTY OWNERS TO POSSIBLE FRAUD

Pinellas County property owners can now get alerts about possibly fraudulent activity involving deeds, affidavits or other official records. The Pinellas clerk of court office is the first in Florida and among few in the nation to offer the free Property Fraud Alert system. Since the service began in April, 1,200 individual and corporate property owners have subscribed. So far, no one has reported fraudulent activity though the service is designed to catch situations like that last year in which a convicted robber used forged quit claim deeds and other documents to transfer property to himself. Among the houses that Patrick "Pastor" Banks tried to acquire was a \$1 million bayfront home in St. Petersburg's Venetian Isles neighborhood. Banks is in jail awaiting trial on numerous fraud and grand theft charges. Anyone who owns property in Pinellas County can sign up for the system by going to www.pinellasclerk.org or calling (800) 728-3858.

— **Susan Taylor Martin**, tampabay.com

Community Service Notice

Captured by Mikey

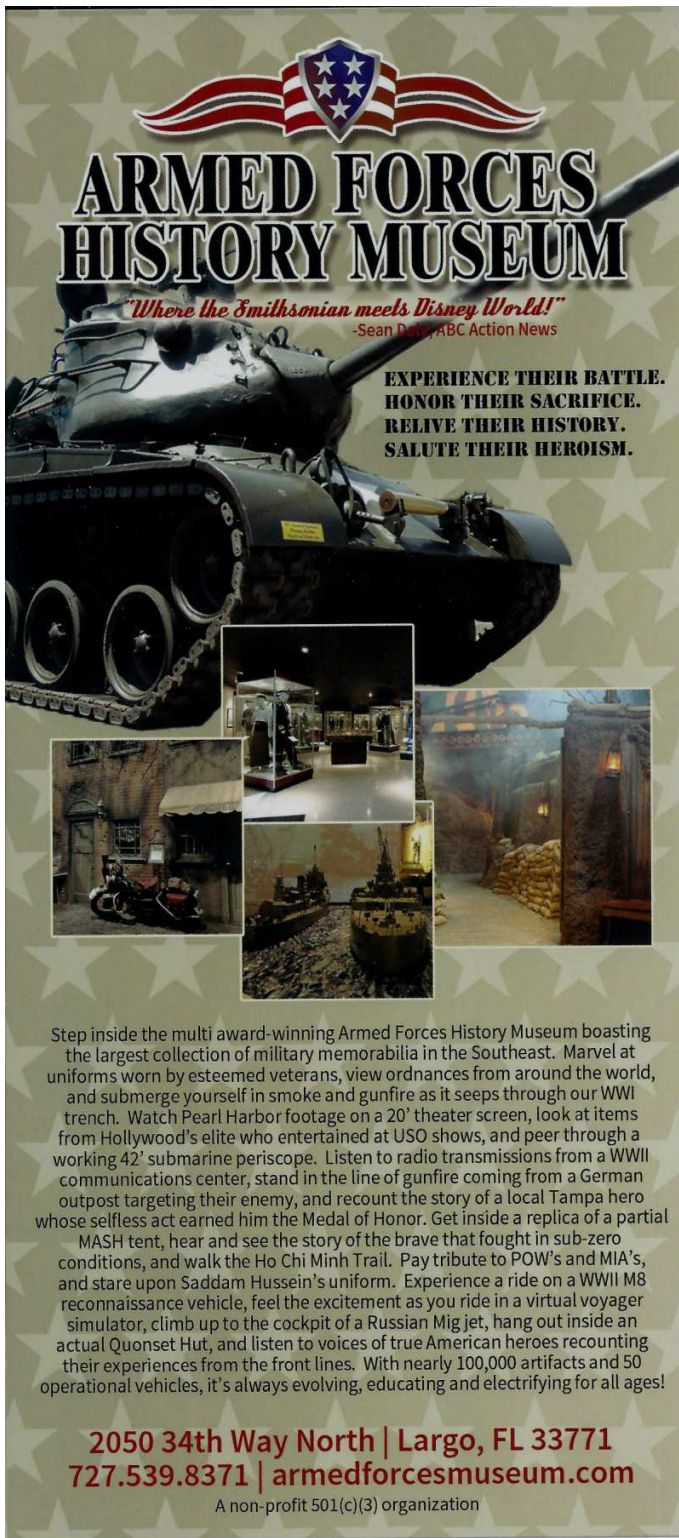
If you live in Pinellas County, you may find this article of interest. It is promoting the Property Fraud Alert system, the first in Florida, and has an interesting case report. You can sign up by web or phone.

For those needing the answer found on the last page...

*The deadline for Sentinel Newsletter submissions is the **26th of the month.***

Armed Forces History Museum

By Mark Kanuck



ARMED FORCES HISTORY MUSEUM
"Where the Smithsonian meets Disney World!"
-Sean Doherty, ABC Action News

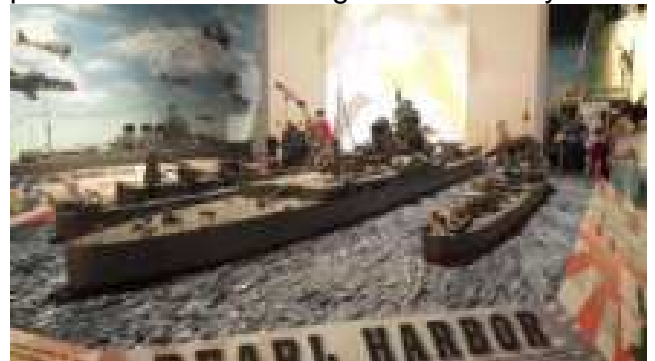
**EXPERIENCE THEIR BATTLE.
HONOR THEIR SACRIFICE.
RELIVE THEIR HISTORY.
SALUTE THEIR HEROISM.**

Step inside the multi award-winning Armed Forces History Museum boasting the largest collection of military memorabilia in the Southeast. Marvel at uniforms worn by esteemed veterans, view ordnances from around the world, and submerge yourself in smoke and gunfire as it seeps through our WWI trench. Watch Pearl Harbor footage on a 20' theater screen, look at items from Hollywood's elite who entertained at USO shows, and peer through a working 42' submarine periscope. Listen to radio transmissions from a WWII communications center, stand in the line of gunfire coming from a German outpost targeting their enemy, and recount the story of a local Tampa hero whose selfless act earned him the Medal of Honor. Get inside a replica of a partial MASH tent, hear and see the story of the brave that fought in sub-zero conditions, and walk the Ho Chi Minh Trail. Pay tribute to POW's and MIA's, and stare upon Saddam Hussein's uniform. Experience a ride on a WWII M8 reconnaissance vehicle, feel the excitement as you ride in a virtual voyager simulator, climb up to the cockpit of a Russian Mig jet, hang out inside an actual Quonset Hut, and listen to voices of true American heroes recounting their experiences from the front lines. With nearly 100,000 artifacts and 50 operational vehicles, it's always evolving, educating and electrifying for all ages!

2050 34th Way North | Largo, FL 33771
727.539.8371 | armedforcesmuseum.com
A non-profit 501(c)(3) organization

On Thursday June 18, a platoon-sized contingent of SHBC members attended the Armed Forces History Museum, located just off Ulmerton Road in Largo. If you've not been there it's incredibly worth the trip. The museum was running a special promo that day, Senior Freedom Celebration (hosted by Lifestyles After 50), where seniors "50 and Over" received free admission. A senior at 50? I call that starting middle age. No wonder we are the fast growing sector of the population. The museum sits back off the road about 1/8th of a mile at 2050 34th Way North. It happens to be a couple of doors down from SECO where I came to learn most boat owners from our club shop for rigging, a good thing to know for a newbie like me. By in large, and with the exception of ladies, it was geezer-vile although that's what made it great. Most of the seniors were veterans so this day meant more to them than just your everyday museum tour. For them, and me, and for just about all those of us who attended, this was a trip down memory lane.

Just a few years ago there wasn't much to the place but that has changed dramatically.



There are extensive exhibits of military memorabilia going back to WWs I and II, right through Korea, Vietnam, the Gulf War and Iraq and Afghanistan. For a modest size museum it packs an enormous amount into it - everything from a Russian MiG 21 fighter jet to uniforms worn by nurses during the

second world war. There were also exhibits of Japanese, Germany and Russian equipment and paraphernalia. The curators set up the exhibits and present the information with little political



overtone or chest thumping. You get the feeling they are presenting history - just the facts – almost like one stepped into one of those old Walter Cronkite, *You Were There*, episodes. There was a small but moving diorama of clothing in German concentration camps – a sober reminder of the excruciating horrors of war imposed on innocent men, women, and children.

There were two highlights of the day for me. One was listening and a Q & A session with

several former veterans. This included a gentleman's full uniform from the US Army Air Corps who piloted the glider that picked up the first injured soldiers (including one German prisoner and a French civilian) from just beyond the beach at Normandy on D-day 1944. Another veteran, and elderly a black Army Colonel, described knowing many of the men who made up the Tuskegee Airmen. The other was simply being in the company of men and women who've served our nation in war and peace, military and civilian alike and who are able today to reflect on hard won battles. It was a day of remembrance and reverence, typified by the museums motto:



Experience their battle.
Honor their sacrifice.
Relive their history.
Salute their heroism

For those interested, admission prices start at \$17.50 but there are a number of lower prices offered. They can be found, along with more information, at www.armedforcesmuseum.com.

Editor's Bonus:



The first photo is a model of a bombed out German city. It was built by a Largo 8th grader for her history project. The attention to detail and coloring is absolutely amazing.

The second is a young lady dancing with the old dudes to the tunes of 40's music from the WW2 era. She apparently was a member of the "Lifestyles After 50" team. Only dance I recognized was the Jitterbug. Guess I am too young to have known the rest.



Wednesday 27 May Race: Start-Finish Line to Orange to White to Orange to Start-finish Line:

By John V.; Pix by Barry F.

As we headed out the wind gods were with us and the breeze was about 10Kn out of the east. During the race there were some "puffs" up to at least 14-16Kn. The direction was remarkably steady from the east. As is usual when we race, the wind decreased as the race ended.

Pegasus had the honor of having our Race Chair Chris "**Rail Meat**" Dollin as her crew.

Chris and I on Pegasus deployed the start-finish mark and proceeded to raise Pegasus' sails. But, AFTER starting the countdown, Amelia notified us that one of the marks had moved toward the other mark. We found out later that Pegasus had actually dragged the mark catching it on her keel. Well... we were able to free and reset the mark. The race started about 15min after the planned time. So much for time management!



After the race finally got under way, Pegasus was able to eke out a good start as did Amelia and Incentive. It was a rare event that all had a very good start. All boats were on a beat for the first leg. Pegasus had the rub rail in the water several times with a heel angle of near 40+ degrees! It was great fun and a lot of work!

Amelia rounded the 1st mark first, and then Pegasus touched the 1st mark. After doing her 360 penalty, Pegasus started on an abaft of beam reach to chase Amelia. Pegasus made up some time and rounded the second mark w/o incident. The second leg was a close reach and Pegasus found plenty of heel time again. Incentive did an excellent job of making the marks and wasted no extra tacks or jibes! Congratulations Incentive!

Results:

		Finish	Elapsed	Corrected
1	Pegasus	07:57:27	01:35:27	01:29:18
2	Incentive	08:02:20	01:40:20	01:29:49
3	Amelia	07:52:48	01:30:48	01:30:48

Pegasus volunteered to retrieve the Start-Finish Marks and had to make several passes to finally retrieve the first mark. But as we were retrieving the second mark, the pole went over board. While attempting to retrieve the pole with a net, the net went into the drink. Chris was able to reach into the water and retrieve the pole. However, Poseidon decided to lock the net into Davey Jones' locker; hopefully it will be retrieved at some future time. Lucky for Pegasus, this is not a great loss because Pegasus had actually found this net drifting in the bay years ago.

A great time was had by all!

RECAP OF JUNE 3 SHBC MEETING GUEST SPEAKER

BY ELLEN HENDERSON

Our Wed., June 3 SHBC meeting was again held at the temporary venue at: CYPRESS MEADOWS COMMUNITY CHURCH.

Our guest speaker was a special surprise initiated by our very own SHBC member **Patrick Whelan**. **Patrick's** speaker was from a government agency where Patrick was formerly employed before he retired. Our guest speaker's timely topic was on "skimming" at gas stations and at ATM's. The presenter had an actual gas station credit/debit unit and described how the "skimmer's" break into them and the measures that are being taken to stop these criminals. He also provided safety ideas for purchasing fuel at gas stations, like pay inside instead of at the pump.

What has this got to do with sailing? Some boat owners buy gas or diesel at the gas station and fill their boat's tanks at the dock, as sailboats use so little fuel.

GUEST SPEAKER FOR JULY SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON

Plan to attend our Wed., July 1 SHBC meeting at 6:30 pm, at which we will be returning to the **Safety Harbor Library**.

For this meeting we will have two guest speakers: Our first speaker will be our very own SHBC member **Dick Greenhalgh**. **Dick's** topic will be "Cruising With Safety Harbor Boat Club Over The Years". Dick was our Club's videographer for many years, so his program should be very interesting.

Our second presenter will be our very active Club member and Treasurer **Barry Fox**, who will provide a five minute video race start countdown from a recent SHBC race, using his grandson's go-pro camera, which was attached to "**Amelia's**" mast. If you're a racer, or not, you will want to be there for his program.

So plan to attend to support both **Dick's** and **Barry's** presentations on July 1st.

SHBC's 2015 Bahamas Breeze Cruise

By Chris Garill

Saturday June 13th was another great day here as the in Safety Harbor Boat Club schedule to journey to one of our favorite restaurants.

While most drove over 5 intrepid sailors risked life and limb and possible thunder storms and braved the tumultuous Old Tampa Bay to make the hour long journey. Truth be told it was a warm and partly cloudy sky with one foot sea with a rising tide. This made the motor sail pleasant and the channel into the Tampa side of the bay less of a nightmare then when the tide is low. In any

case the Jean Marie's captain Chris hosted Ed, Joan, Charlotte and Susan with his own Sangria like concoction that was enjoyed by all on the way to the restaurant saving Joan's wine for the journey back.

Having made an un-usual pin-point docking at Bahamas Breeze's T dock i.e. no crashes or torn up decking, Captain Chris' and crew made their way into the restaurant to join up with Commodore Ron, his wife Brenda, Phyllis Garry, her grandson Aden, Joe and Jamie Kelly and Paula Taylor to round our group's total at 12. The conversation was lively and the food top-notch as we wiled away the noon hours till it was time to sail back to Safety Harbor.

John Marie's journey back was as uneventful as the sail out with just the jib out to catch the SE winds making the trip in under an hour. Conversations continued till we docked in slip 22 and all departed for their homes.

FIRST RACE OF THE SHBC SUMMER SERIES - JUNE 6

BY ELLEN HENDERSON

We are now into the summer race schedule with a **Sat**, 10am start, with winds at NW4mph. The tides were:

2015-06-06 05:34 EDT -0.12 feet Low Tide

2015-06-06 11:31 EDT 5.08 feet High Tide

Having missed a whole month of racing/sailing, due to an injury during the recent BCYC Women's Regatta, it was great to get back "in the saddle". Since my right leg isn't completely healed yet, **Aussie Chris** & I played "musical boats" and she crewed on **John V's "Pegasus"** and I jumped on **Barry F's "Amelia"**. **Barry** was kind enough to allow me to helm and be tactician after he started the race. (Plan to attend the July 1st SHBC Club meeting to see **Barry F's** 5-min. race count down video presentation aboard "**Amelia**".) This way I didn't have to jump all over the boat, as I usually do on "**Pegasus**".

Like last year, the post-race mingle was held at the SH Marina pavilion, and **Aussie Chris** got Cuban subs for all of the contributing racers, for which she collected before the race and phoned in the order.

It was good to have 5 boats out for the first Saturday morning race, and especially nice that "**Jewell Anne**" was able to join us! Welcome back Captain Jack!!, and Barry's Grandson Tom.

The day saw light winds which eventually petered out, resulting in a shortened course at the orange mark. "**Amelia**" was first to finish, but thought the race would actually finish back at the start-finish" line, so she "messed" with the boats right behind her, "**Pegasus**" and "**Jewell Anne**", before realizing that the race was over.

Meanwhile, due to the light winds, "**Incentive**" had called in a DNF. However, right after the finish, the winds picked up for a lovely sail back to the channel and the threatening storms, which were in Oldsmar and never hit our fleet. 'Tis better to be cautious, than take a chance of being caught in a big storm. It turned out to be a good day for "**Jewell Anne**". See detailed results below:

Course: Start to Orange (1.26nm)

		Finish	Elapsed	Corrected
1	Jewell Anne	11:30:59	01:04:59	00:57:06
2	Pegasus	11:29:25	01:03:25	00:59:20
3	Amelia	11:28:26	01:02:26	01:02:26
4	Wanderlust	11:32:00	01:06:00	01:06:00

SECOND RACE OF THE SHBC SUMMER SERIES - WED. - JUNE 17 "NEPTUNE AND HIS MERMAIDS"

BY ELLEN HENDERSON

Since most of the boats that raced on this evening had primarily female crew, they were nicknamed "**MERMAIDS**" led by "**NEPTUNE**" . **Aussie Chris**. who crewed on "**Pegasus**", designed a course that would accommodate the shifting winds, with a start from the West, heading East toward the Orange mark then SW to round the White mark and then NW to the finish.

Safety Harbor tides were:

2015-06-17 16:00 EDT 3.26 feet High Tide

2015-06-18 00:16 EDT -0.29 feet Low Tide

There was still 3ft of water, but an outgoing tide at 6pm.

So before the 6pm start, "**Amelia**", "**Pegasus**" and "**Incentive**" all went onto the "on-course" side of the start line, presumably to check out the effect of the strong outgoing tide. "**Amelia**", after returning to the proper side of the line, was going to be over early even with easing sails to slow her down before the start. So she did a 360 turn, around the north pin and restarted behind "**Jean Marie**", who had an all-female "**MERMAIDS**" crew (**Joan M.**, **Sue K.** and new member **Paula T.**) was first over the line, followed by "**Incentive**". Before the start and immediately afterward, the wind was very shifty, starting from N/N-W to W and back again, so we on "**Amelia**", (**Skipper, Barry F.** and crew "**MERMAIDS**". **Ellen DuP.** and **Ellen H.**) were kept very busy trying to maintain or increase boat speed by adjusting sail trim and having to adjust our course to establish a lead over all the boats behind us. There was also lots of boat tweaking: including easing: the main outhaul, Cunningham and vang; plus moving the jib cars forward and lots of weight shifting. This tweaking really helped a lot as we steadily pulled ahead. About half way down the leg, the wind shifted sufficiently to put up the whisker pole, but we kept on having to ease it forward to accommodate the wind shifts.

Meanwhile, there seemed to be a lot of confusion at the start, as at least two boats: "**Incentive**" and "**Jewel Ann**" went back to restart, although neither was over early. "**Incentive**" had been informed that they were either over early or they had crossed the line in the wrong direction, but rather than being disqualified, they restarted, which contributed to their losing first place. (See results below.) "**Jewel Ann**", with "**MERMAID**" crew, **Ed M.** (in a grass skirt and a coconut bra top - just kidding) restarted because they were just confused.

By now, "**Amelia**" was well ahead of the fleet and had made up her theoretical time based on "time on distance", but we were overly confident, as "time on time" scoring takes into account the wind conditions.

On the second leg to the White mark "**Incentive**" went considerably east and had to tack to make the mark, also contributing to their loss. "**Jean Marie**" was gaining momentum, but not enough.

There was a shakeup during the last leg to the finish, in that "**Pegasus**", which had been ahead of "**Jewel Ann**", lost her position, because skipper, **John V.**, who was on-call during the race, had to take a phone message from a sick patient's parent, then subsequently had to call in a prescription, and return the call to the parent. John's leaving the helm set "**Pegasus**" further behind to finish last. See detailed race results below.

The weather gods smiled on the club, as the heavy afternoon thunderstorms gave way to a clear evening and it was a delight to have 5 boats out on the water.

Winds were light, and there was a lovely sunset. See attached photos taken by **Barry F.**

		Finish	Elapsed	Corrected
1	Amelia	19:33:59	01:18:59	01:18:59
2	Incentive	19:43:40	01:28:40	01:19:22
3	Jewell Anne	19:59:38	01:44:38	01:31:57
4	John Marie	19:53:32	01:38:32	01:33:59
5	Pegasus	20:20:10	02:05:10	01:57:06

Thank you to "**John Marie**" for hosting the post-race social.

Ft Myers Race

By Chris Dollin

The final event in the Davis Island 'Boat of the Year' series was a race to Ft Myers which took place over the Memorial Day weekend.

I crew on Rocket – a J35 in 'Spinnaker A' class and looked forward to my first distance race. Rocket had a crew of nine on board – our regular six plus three other very experienced sailors. Yours truly is the bow-person.





The race started at government marker 'Big J' off St Pete, and ended at the Sea Buoy off Ft Myers Beach –a distance of 106 nautical miles. Rocket left Davis Island 7am to get to the line for a 10am start. Three of us slept on board the night before. The fleet captain raced with us, and also provisioned the boat– delicious bite-sized empanadas and cubans from Mr. Empanadas in St Pete, while the co-owners stocked up the beer and rum! Pete, our guest 'Rock-Star' made coffee on the way down to the start.

It was a downwind start. The wind was shifty – one minute we thought it would be a port pole, then a starboard pole, and then back to port. There was much discussion about whether we would raise the jib first. We finally decided on a starboard pole start without the jib. The race countdown started –I attached the pole to the mast, but it didn't go up because the topping lift had come loose. This has never happened before!! Pete climbed up the mast to retrieve it – reattached it, then it came

loose AGAIN while trying to raise the pole! Unbelievable!! Pete climbed up the mast once again - he's very fast and agile! Despite all this happening within the five minute start sequence, Rocket got a good start.

We headed for the skyway. One of our competitors 'Mad Cow' – a B32 headed towards shore. It seemed to me they were covering much more ground, effectively going around two sides of a triangle. The current was not a factor. Dale said he had seen that work out for boats time and time again. 'Surely not' I said. No pressure Billy (our helmsman), but Rocket was first under the skyway the last two years!! It was not to be this year – Mad Cow was first out! She is a fast boat with good crew, and they had just won Charleston Race Week!



It was a wonderful sight to look back at the beautiful spinnakers flying behind us. Once under the skyway, the next decision to be made was whether to go offshore or stay inshore. Several boats headed out offshore, we stayed in about a mile or so off the coast - other boats were closer to shore.

Mad Cow eventually disappeared in the distance. Semper Fi – a J29 was within sight through the skyway. We figured we owed them about an hour and a half, and as the day

wore on, they disappeared behind us. I mentioned to Kelly the fleet captain that hopefully we had shaken them, to which she replied - 'A lot can happen overnight'!!

The wind continued to be behind us, all the way past Venice. I'm sure glad I'm not a spinnaker trimmer – a solid 10 hours looking up at the chute to trim it. My neck ached just to watch the trimmers. Being such a long downwind leg, I had it easy– only having to gybe the spinnaker a few times, so I took on the role of bartender, passing food and beer around to the crew.

Clouds were building up onshore - we realized we'd be hit by weather. About an hour before sunset, the wind picked up, and the seas darkened. Pete had come to the bow, to show me some gybing techniques, but he saw something he'd never seen before which was the wind blowing the spinnaker up from below!!

I DON'T LIKE THE LOOK OF THIS – GET THE CHUTE DOWN NOW!!

I jumped in the hatch and squirreled in the chute – fastest ever chute takedown!!

The waves picked up – being the bow-person I sit on the rail at the front of the boat, and was subject to the worst of the splashing for the next hour or so.

During the night while I was below sleeping, the wind died and Rocket was becalmed. The boats closer to shore kept moving, and gained a lot of time.

We crossed the finish line just after 5.12am, almost an hour after Mad Cow who took line honors. Rocket was second to cross the line, but corrected out to 6th place. Mad Cow placed 3rd, and the fleet captain turned out to be right, as Semper Fi who I thought we had shaken won the race on corrected time. Next year we plan on staying closer to shore!

Rocket is a social boat, other sailors came by and helped drink the beer and rum! I had planned to go to the beach at some stage but it didn't happen! The awards party took place Saturday night and was accompanied by a free keg of beer.

We departed Fort Myers Beach Sunday morning for Crow's Nest at Venice. Once past the Sea Buoy, Dale said 'Ok Chris – take the helm'. The wind was behind us again, and the chute had been launched. It was the first time I had helmed Rocket, and the first time helming a boat flying a spinnaker, so I asked Steve to rig up a preventer.



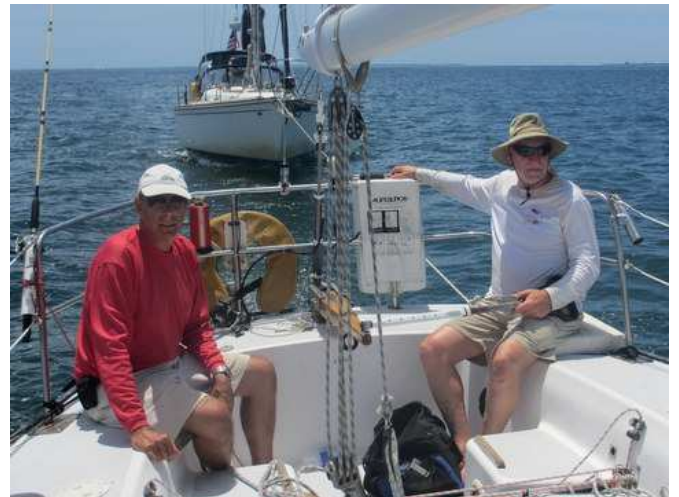
It turns out the guys had an ulterior motive, as they planned to fish on the way back. Part of the auto-helm had been left behind, so someone had to drive! Half-way to Venice, Intrepid – a J40 from Davis Island came from behind, and said they had something for us. One of their crew was holding up two bags – one with ice and lime, the other with premixed rum drinks –SWEET!!

As we came into Venice, a decorated boat parade for Memorial Day was heading out. It was a pretty site - most boats had uniformed vets on board. Dinner at Crow's Nest was superb – starting with martinis and oysters!!

The next day saw rolling seas from behind – it took all my concentration to stay on course. I lined up a tree onshore between the shrouds and try to keep it there, but it wasn't easy as the boat swayed all over the place. The fishing wasn't successful – only one keeper! Even with the blade, Rocket was mostly moving along at six knots, a little too fast for fishing I believe. At least that was the excuse used!

Just before the skyway, we came upon Lunacy from Davis Island who had an impeller problem. They had been sailing for quite some time, but were going nowhere fast because of the current. Rocket towed them through the skyway, while they worked on fixing the impeller.

I thoroughly enjoyed my first distance race, the cruise back, and the camaraderie of everyone



involved in the event. I consider myself fortunate to be part of an experienced fun crew, on a great boat.

Remote WiFi Update

By Mikey

Jason did a field test for me and said he was able to get 2 bars at the remote location. However, this appears to not be enough bars (signal strength) to connect. We may have to put a Bullett system out there after all. Like any project even remotely related to boating in any form or fashion, throw more money at it....! The saga continues.

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.