



# S.H.B.C. Sentinel

V4N6

June 2016

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.

## Another reason to attend meetings...

By Mikey

It was recently announced that our meeting room at the library would not be available for the month of June. A vote was taken and Thursday, 2 June, would be the meeting date. All else is the same and July will be as normally scheduled.

## GUEST SPEAKER FOR **THURS.**, JUNE 2ND **SHBC MEMBERSHIP MEETING**

By Ellen Henderson

Plan to attend our **THURS.**, **JUNE 2ND** SHBC meeting at 6:30 pm, at the Safety Harbor Library. Barry Fox, who organized the recent SHBC Kayak trip to Weeki Wachee, will give a video presentation taken by our V/Comm., Ed Malek. If you were one of the 21 participants, you'll get to relive the adventure. For the rest of you, perhaps this will get you interested in a future Club Kayak trip to another location.

## Bon Voyage, Jack Youra!

Relayed by Ellen, Pix by Von



The word is that Jack Youra is off to Chesapeake Bay and then on to the Bahamas. He has purchased a 40+ foot sailboat and is reportedly making a 2-year vacation out of it. The rule is: If you have a dream, go for it! Wish him luck!

## Tired of getting seasick?

By Ellen

In case you're planning a trip, here's an idea:  
The floating cruise ship hotel in South Korea.



[http://www.huffingtonpost.com/2013/07/11/sun-cruise-resort-south-korea\\_n\\_3581014.html](http://www.huffingtonpost.com/2013/07/11/sun-cruise-resort-south-korea_n_3581014.html)

If they have Korean-sized showers like a real cruise ship, I am not interested. -- Mikey

## RE: 2016 BVI Catamaran trip

By Karen Furnish

This was actually our 2nd time to the Moorings in Roadtown, Tortola, BVI. The first time was in 2004 when we traveled as part of a group from the Clearwater Sailing Center. That time, we were just part of the crew on one of three 50ft Beneteau monohulls. This time we were the Captain and 1st mate on a 46 foot Leopard Catamaran, hosting a trip of a lifetime for 6 others (only 1 other had any sailing experience.) It was easy, though, with young backs to hoist the main halyard up a



70 ft mast, and this captain was happy not to do the heavy lifting. The design of this vessel is spacious and can be toured by video on the Moorings website. Search for a Moorings 4600.

We cruised from island to island, spending much of each day exploring reefs, wrecks, and wonders of the deep. More specifically, our itinerary took us from Road Harbor to the Bight at Norman Island, where we explored the caves of Treasure Point. That evening, we were treated to a perfect sunset as the harbor opens to the west, and with some rain squalls in the area, a double rainbow

appeared to the east. A more perfect setting for our first night could not have been ordered.

Early the next morning, we moved to the Indians before breakfast to assure availability of a day use mooring ball, and were happy to see we were only the 3rd boat to arrive. This was the ideal place to test our new Seadoo scooter, and Brownie 3rd lung on the fantastic reef formations at this underwater park.

About mid-day, we sailed to Peter Island, and caught a mooring ball for the night at Great Harbor. At the entrance to this harbor lies the anchor and chain of the RMS Rhone in 100 ft of water. No one wanted to dive that depth, but we found Great Harbor absolutely delightful in the plethora of tropical fish, squid, tarpon, sea turtles and coral formations in shallow water.

The next morning we sailed a short distance away to Salt Island to explore the rest of the RMS Rhone at another underwater National Park where only day use mooring balls are offered on a first come basis. This time, we were the first boat to arrive, and it also delivered an intriguing setting for underwater exploration. As we were about to depart, one of our crew lost a gold bracelet off the port stern that was quite expensive. Our captain was not thwarted, having been a commercial diver for decades; he barked the orders to ready the tanks and descended to the 43 ft depth to execute a search pattern. It took only 15 minutes and our intrepid captain had surfaced with the gold booty in his pocket. He said the bracelet had crumpled to the size of a quarter when it landed on the bottom mostly buried in the sand amidst sea fans, sponges, coral, and much debris dropped into the mooring field by other boats. The crew was certainly impressed with the captain's ability both as an experienced sailor and a diver!

We left Salt Island for a short stop at Manchioneel Bay, but the crew voted that it was time for a beer run and we returned to Road Harbor to restock and have dinner ashore in celebration of the recovered gold bracelet. The next morning, our destination was Virgin Gorda to explore "The Baths". It was a long sail upwind, but we arrived with ample time for exploring this granite wonder of pools and caves, before moving to Prickly Pear Island for an overnight mooring, adjacent to the Bitter End Yacht Club. This catamaran covered a lot of ground easily with a short 4.5 ft draft and large sails. The BVI provided another beautiful sunset, steaks on the grill and a comfortable night's sleep.

Next stop was Great Dog of the famous Three dogs, to explore some more reefs & caves on the west side of this island. Again this was not an overnight mooring, so mid-day, we sailed downwind along the north coast of Tortola to Cane Garden Bay. This harbor provided a picturesque setting with a beautiful beach, shopping, and lots of restaurants and bars.

In the morning, we back tracked to another obscure bay because of the promise of a fantastic reef and were not disappointed. There, we came upon the only other boat in that bay, a super luxury yacht named "Plan B" whose owner was a former founder of Gateway computers. We laughed about chartering that vessel as our next vacation!

Departing for Jost Van Dyke, we found the port engine was acting strange, and detoured to Soper's Hole in order for a mechanic to inspect the issue. Repairs were made while the crew enjoyed this quaint village on the west end of Tortola. It was after all the final night of a memorable sailing vacation, and the next day was the end of our charter and time to fly home! Everyone agreed we should make this an annual thing, so who wants to go in 2017? Maybe we'll charter a 4800 next time!

Ray and Karen Furnish arrived home physically on May 7th, but left their hearts in the BVI.

# Bahama Breeze Sail and Luncheon

By Clarence Noles

I watched as the waves broke over the bow of the John Marie, Captain Chris Garill's Hunter 27. "I've never seen it this rough on upper Tampa Bay" former naval officer and club treasurer Mark said, his voice almost drowned out by the shrieking wind. I stood in front of the main mast and clung to the shrouds, turning my head to see Capt. Chris at the helm fighting the wheel to keep us on course and cursing and barking orders to his crew as the bow of his boat was buried by a wave and struggled and shuddered to throw off the water. Safety Harbor was just a speck on the horizon when we could see it through the heaving seas and howling wind. How had it come to this, I thought?



The day had begun pleasantly enough as we met at the marina in Safety Harbor on a warm and calm sunny morning for a sail to Bahama Breeze on the other side of the bay. There were six of us- Capt. Chris, Mark and newcomers to the Safety Harbor Boat Club Lisa, Neal, Jay and myself (Clarence Noles). We cast off about 11:20AM and sailed with the jib and motor since we were to meet up with Commodore Ron and his wife Brenda and have lunch.

The trip over was uneventful with a 10-15 knot following wind out of the northwest. We tied up at Bahama Breeze a little before 1 o'clock and were surprised at how packed the place was Mother's Day weekend and graduation parties being the reason for all those people on a Friday afternoon. A forty minute wait for a table was shunted aside by Mark who used his diplomatic skills as a Ret. US Naval officer to commandeer a table for 10. It's a nice restaurant with a view on the water and the food was good.

After lunch Ron and his wife saw us off at the dock and we motored into the channel leading out to the bay. The winds started picking up almost immediately as we headed west in the channel. Once out in the open bay it really began to blow at a steady 29 knots, or close to it I guessed with higher gusts. Captain Chris decided we wouldn't try to raise any sails in that kind of wind. Mark went forward and held on to the bowsprit and I stood up in front of the mast. And that is where my narrative began.

Perhaps I went a little overboard and used too much artistic license in describing the size of the waves and the force of the wind but for the bay it was bouncy as we slid into wave troughs and the water sprayed back over the bow. It was exhilarating and refreshing, not to mention FUN! As we neared Safety Harbor the wind quieted down and so did the water. We got into the marina and Captain Ron was there with his fishing pole to help us with the docking. It was a beautiful day on the water.

Submitted by Clarence Noles, who was there on Friday May the 6th, 2016.

# SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON

Congratulations to those SHBC Members whose Birthdays fall in the Month of June:

6-11 Mark Kanuck  
6-12 June Horowitz  
6-20 Chris Garill  
6- ? Kathy Gaye

June Wedding Anniversary Celebrants are:

6-21 Mike and Sherry Duffy  
6- ? Mark and Ann Kanuck

If we missed your special day, it's because you didn't let us know it. So send your Birthday & Anniversary dates to:

[ellenmaehenderson@hotmail.com](mailto:ellenmaehenderson@hotmail.com)

## 2016 BCYC WOMEN'S CHALLENGE REGATTA (BIKINI CUP)

By Ellen Henderson

It was a gorgeous day on Boca Ciega Bay in Gulfport for the 5th Annual **APRIL 30 BCYC WOMEN'S CHALLENGE REGATTA**. Most folks will remember this race as the "Bikini Cup", which was renamed in 2014.

At the 11:00 am Skippers' Meeting at the **BCYC** Clubhouse we were informed that the wind was currently coming from the "SE", but it might clock to the "S" for the start @ 1:00 pm and then later in the race come from the "SW". So we initially were given 10 short legs (a windward, 2 triangles, + a W/L/W) headings for anticipated 2 - 2 1/2 hour race. But it could be shortened at any mark.

Skippers represented by SHBC were **Christy Edwards ("Water Color")** and **Ellen Henderson ("Omega")** plus **Yvette Maldonado (crew on "Avalon")**.

The Race Committee (R/C) chose one set of SE permanent marks (Channel Markers #14 and #15) plus two drop marks (N & SW) for a nearly equilateral triangle and an extra start line mark in the middle, to afford a square starting Windward leg.

At the start, the wind was extremely light, (3-5kts), making tacking difficult on our **C & C 30'**, **"Omega"**, until the crew, who had mostly not practiced ( only 3 out of 7 had) plus we lost one crew on the night before the race due to illness. So the newbie crew finally realized they had to

wait to release the jib on tacking, thus preventing it from getting caught in the spreaders. The first time it happened was on the line at the start.

Even though there were a total of 12 boats, (a 20% increase over 2015) the All-Female and Man-On-Board/No Coach Fleets started together. "**Bounder**" (A/F) as usual, with super star Racer/Skipper **Chris Kelly**, nailed the start and was off and running followed by "**Calypso**", (M-O-B/N-C) skippered by **Yvonne White**, who had previously crewed in the **SHBC Bikini Cup** for this writer.

Our "**Omega**", (M-O-B/N-C) was third over the line and was being dogged by "**Capella**" in the A/F Div. This boat's crew were all from Bay Sailors. One of their team, **Marielle Skille** had also crewed in the **SHBC Bikini Cup** for **Connie Pope** aboard **Mikey Hembrey's "Empire"** in the 2009 & 2010 Regattas.

On "**Omega**" we finally pulled away from "**Capella**" for clean air. About 40 minutes after the start, the breeze finally picked up to 6-8 kts. and continued for most of the race. Meanwhile, after the first windward mark rounding, the lead boat in our Div., "**Calypso**" was 19 min. ahead of us, although they owed us only 25 sec/mi. Interestingly, during the first leg, the wind direction was already shifting as it shortened our tacking angle to only 60 degrees, which was about a 40 degree wind shift from SE to S/SE, affording us a nice lift on our starboard tacks.

The second leg was downwind due North (360 degrees), during which we reduced "**Calypso's**" lead to only 14 min. After we experimented with reaching gybes, we finally went wing-on-wing with the boat hook holding out the jib (which was allowed in the S/I's), as this boat doesn't have a whisker pole.

On the 3rd leg, which was another beat as the wind was continuing to clock around towards the S-S/W, our starboard tacks continued to be the favored lifted tacks with about a 25 degree wind shift range.

During the Skippers' Meeting, we had been told that Gulfport YC (next door to BCYC) was also hosting a major regatta. There were 20-25 boats on a course that intersected ours on our South and S/E legs, which made things interesting and dicey at times, especially when about 10-15 catamarans were either crossing our path or were converging at a separate yellow mark, which we had to bypass. Unfortunately, "**Bounder**" sailed off to the NW to attempt to round one of the other regattas' orange/red marks, thus losing some time before discovering their error.

At the third mark rounding, our "**Omega**" was still 14 min. behind "**Calypso**". It was crunch time, as we had only 7 more legs to catch up to her. At the due East 4th mark, we had completed our first triangle. We did another complete 3-legged triangle and were now 7 legs into the race. Since we had been told there would be W-L-W headings for the last 3 legs and the wind had now shifted to the W-S/W, we assumed that we should go West to windward from the double Channel Markers "14 & "15" toward the S/W dropped mark. Other boats were doing the same thing.

However, there was lots of discussion aboard "**Omega**", as to why the R/C Boat wasn't on station and it was nowhere in sight as we approached the S/W mark. We were about 2/3 of the way down the leg, when we radioed the R/C to ask them where they were. They (surprisingly) answered that they had moved to the dropped N mark. So we also lost some time doing an extra 1-1/2 legs. We turned and approached the finish line going wing-on-wing slowly from the S/W mark, while some of our competitors, who had heard the announcement on their VHF radios, were approaching on a beam and aft leg to the finish. Big lesson learned: make sure the radio volume is cranked up, so the whole crew hears it. Despite all this drama and subsequent let down, we on "**Omega**" took **2nd Place** in our **Fleet. WOW!**

After a quiet champagne celebration at the dock (as we didn't know the results at this point), we proceeded to the **BCYC** Clubhouse for a fun party, complete with a video presentation of all the boats out on the course. The fine dinner was hosted by the **BCYC Rhumb Runners**, the Club's women's racing group. One terrific thing about the Bikini Cup is that it's like old home weekend, reconnecting with like-minded women racers, whom we've known, in some cases nearly 25 years, GO GIRLS!

Our 6 crew on "**Omega**", were: **Helmswoman, Charlotte Samson** (2nd year), new crew - **Samantha (Sam) Maxwell**, (jib trimmer and cockpit crew chief). Both of their girls are on the **USF Windsurfer Racing Team**. Returning main trimmer- **Sue Keller** ( 3rd year), jib trimmer - **Pam Rufrano** (1st race ever), **Paula Taylor**- midships (2nd year) and **Ellen Henderson** - **Skipper, Tactician and Navigator plus Foredeck crew chief**. Our valiant Boat Owner was **Bill Zinner**, who as forced to remain silent during the race. **Bill** was so gracious in turning his boat over to a crew he had just met. **Bill's wife Eleanor (Ellie)** joined us for the after race party. This year our **team color** was **hot pink** and we even decorated our party table in that color scheme, complete with **hot pink** wine ice bucket and other decorations.

**Christy Edwards' "Watercolor"**, in their white monogrammed t-shirts, also took 2nd in their A/F fleet. Congrats! **Yvette Maldonado's** navy blue team on "**Avalon**" received the 4th place trophy in the M-O-B/N-C Div.

Make sure to put the **BCYC Women's Challenge Regatta** on your 2017 calendar. Regatta Chair, **Barb Meyer** and her crew of volunteers do a terrific job organizing this annual event. If you are a female racer, who wants to crew on a BCYC boat for the 2017 Regatta, go to their Club's website:

[www.sailbcyc.org](http://www.sailbcyc.org) and check it out.

# April 27th Wednesday Night SHBC RACE

BY ELLEN HENDERSON

After a mid afternoon shower, the SH Marina High Tide was extreme and was predicted at:  
18:38 EDT +2.85 feet High Tide

It was more like a Winter tide in that the Club sailboats were riding very high in their slips with the water nearly reaching the finger piers/docks. This was even more surprising after the Marina dredging.

The April 27th Wednesday night race was scheduled for a Start time of 6 pm. The weather looked awesome. SailFlow was calling for winds out of the southwest @ 10 kts, gusts to 11, partly cloudy, 82 degrees, chance of rain 1%, dew point 65 degrees.

Five boats opted to compete. **Racing Guru, Barry Fox** ran the race with his crew of three, who were all *new* SHBC Members: **Clarence Noles, Jay Basinger & Neil Lieberman**. They set the Start-Finish Line for a nearly square angle to the first South (White) Mark. **Barry** made sure his "**Amelia**" didn't get skunked at the start line (as had happened in the previous Sat's first race start, when they were last over the line, because they were too far away at the start).

"**Pegasus**" with owner, **John V.** and crew **Ellen H.** did our usual approach to the start line from many different angles to determine the best line over, shifting wind headings and the shortest distance to the first mark. So "**Pegasus**" decided to do a "Marty" Semi-Vanderbilt start on starboard tack from beyond the starboard pin. This was the best approach and it worked, as we were first over the line, followed by "**Amelia**", just a few seconds behind.

**Chris G's "Jean Marie"** languished on port tack at the port pin and had some difficulty getting over the start line, as the winds were shifting from S--->SW, making them last over the start line.

"**Wanderlust**" with **Roof D.** on the helm and **Jack M's "Jewel Ann"** followed the lead boats.

**Dale C.** had opted not to race his "**Incentive**", as he and **Ted Hill** had just removed the engine, so the transmission could be repaired/replaced. So **Dale** missed another lovely evening of great April winds (truly the best month for sailing in the SH area).

Along the first leg, "**Amelia**" passed "**Pegasus**" to weather after a valiant attempt to prevent the passing. By the first White Mark, "**Amelia**" was in first place by **1 min: 10 sec**, after a fetch to the mark, followed by "**Pegasus**". The second leg was wing-on-wing with a port aft component, resulting in "**Amelia's**" being **2 min: 40 sec.** in the lead with their fuller jib than "**Pegasus's**" 135%, at the second (Orange) Mark rounding. It was a virtual parade to the 2nd mark.

On the last windward leg, **Roof 's "Wanderlust"**, with **Commodore, Ron P & Roof's**

## SHBC - WEDNESDAY NIGHT RACING, MAY 11TH

By John Viverito

Wednesday night racing was on for May 11th. Start time: 6 pm. The weather looked great!

SailFlow was calling for winds out of the northwest @ 6 kts, gusts to 7, partly cloudy, 84 degrees, chance of rain 0%, dew point 65 degrees.

Tide info:

Low Tide @ 1:00 pm + 1.7 ft

High Tide @ 6:52 pm + 2.7 ft

As luck would have it the wind gods were with us and we had a little more wind than predicted.

**Amelia** hosted: Skipper Barry, Clarence, and our Commodore Ron.

**Sea Jewel** was manned by Skipper Jack and Vice Commodore Ed.

**Pegasus** hosted: Skipper John, Ellen and John's friend Dave.

We finished:

Amelia

Pegasus

Sea Jewel

Sorry I don't have the times.

We all had a great time during the race and on Amelia after sharing snacks and tales of the day's activities and other stories of past sailing experiences.

Take care and enjoy the Safety Harbor Boat Club!

John

## SHBC SAT., MAY 14 RACE RECAP

BY ELLEN HENDERSON

At the May meeting the Racers decided to reschedule the May Saturday race to May 14th at 10 am, so that they wouldn't be too worn out after the Weeki Wachee Kayaking trip on the day before. SailFlow had called for winds out of the NW at 7, gusts to 10, temp 77, partly cloudy, dew point 70.

Tides were:

2016-05-14 05:08 EDT 0.27 feet Low Tide

2016-05-14 12:37 EDT 2.08 feet High Tide

2016-05-14 17:41 EDT 1.70 feet Low Tide

Since two of our SHBC racing boats were still in sick bay ("**Wanderlust**" & "**Incentive**"), **Commodore, Ron P.** guest helmed on **Chris G's "Jean Marie"**, while **Marty H.** took the helm on **Race Chair, Barry F's "Amelia"**.

It was unanimous that if the winds picked up as predicted, we would have two races. As the winds were from the W-NW, we had a westerly start for both races with an intended button-hook turn South toward the White Mark. Aboard **John V.'s "Pegasus"**, we were over early & had to gybe to restart.

By then, "**Amelia**" was off and running, as was "**Jean Marie**". This was clearly embarrassing, so since we had extra crew, James Jinright (JJ), who happened to show up to clean the bottoms of several of his customers' boats and we had lured him away to join us, we were able to easily pole-gybe downwind several times, to react to the shifting winds.

On this downwind first leg of both races, the SHBC boats were surprisingly close and at one point, "**Pegasus**" was "sandwiched" between "**Jean Marie**" and "**Amelia**", with lots of yelling of "coming up" back and forth as the boats changed positions. "**Amelia**" finally pulled ahead of the other two boats and she was first to round the South Mark.

The second leg was a parade on a fetch to the NE "Orange", with "**Amelia**" leading the fleet, followed by "**Jean Marie**" and "**Pegasus**" in last place. After the mark rounding, finally we got to do some tacking on the last Windward leg back to the Start-Finish line. On corrected time "**Amelia**" was **1st**, "**Pegasus**" was **2nd** and "**Jean Marie**" was **3rd**.

Even though the wind had picked up some during the first race, it had been reduced (temporarily) at the end. So another unanimous VHF radio vote was taken to do just two legs for the second race. This time we on "**Pegasus**" were a little late at the start and "**Amelia**" was clearly first over the line, followed by "**Jean Marie**". After much pole work, we decided to hold out the Jib behind the Main on Starboard downwind tack to more easily anticipate the shifting wind.

On the second - return leg, the fleet became widely separated. "**Amelia**" stayed North, "**Jean Marie**" went South, while "**Pegasus**", with relief helmsman, **JJ** stayed in the middle.

This maneuver worked really well, as we on "**Pegasus**" tacked with each significant wind shift, thus, gaining windward distance on the fleet to finish first in actual and corrected times.

"**Amelia's**" additional crew were: **June H.** and **Clarence N.**, while on "**Jean Marie**", **Mike D.** was back crewing and on "**Pegasus**" this writer was part of John's permanent crew.

## SHBC WED., MAY 25 RACE RECAP - SMALL BOAT NIGHT

BY ELLEN HENDERSON

According to our SHBC **Racing Guru, Barry Fox**, the wind predictions were fluky with a predominant source of NE for the SHBC WED., MAY 25 RACE. Prior to the 6:00 pm scheduled race start, the wind shifted from NE-->N-->NW-->W-N/W and backed again. It was quite a range for an anticipated windward start. All of the five SHBC sailboats jockeyed for their best starting positions. Aboard **John V's "Pegasus"**, we determined that since the start line wasn't a "closed gate", we would run the line on starboard tack and do a dip start and cross back over to head South toward the white mark, while we observed that "**Wanderlust**" did a button-hook turn around the East end pen, before heading South.

"**Pegasus**" immediately set her whisker pole on the port side, while the rest of the fleet had theirs on starboard. We flirted with sailing by the lea, but at the urging of sometimes crew, **Jim King**, we persevered on port downwind tack anticipating the mostly predicted NE wind. We soon went from first to last place and it felt as though we were sailing backwards at our 1 - 1/2 kts. boat speed in very light shifty winds.

**Race Chair, Barry F's "Amelia"** did his usual staying away from the fleet to the west, perhaps anticipating the outgoing tide sucking him up toward the white mark. The rest of the fleet were now drifting below the mark and we weren't even half-way down the first leg.

**Jack M.** on "**Jewel Anne**" was last to start, but quickly moved ahead on a broad reach. They chose to sit on "**Wanderlust**", whose guest helmsman, **Marty H.** was not a happy camper. We on "**Pegasus**" could hear **Marty's** discontent way back in our last place position. Meanwhile, "**Jean Marie**", with owner **Chris G.** helming, decided to get in the fray with "**Wanderlust**", but quickly passed her to windward. "**Jean Marie**" was now challenging "**Amelia**" for first boat to round the white mark and they succeeded.

By now, the wind had increased and finally settled in from a true N-N/E. "**Wanderlust**" with guest crew from **NJ, Brian Poirson**, who is **Commodore Ron P's** son, followed "**Amelia**" around the white mark and "**Jewel Anne**" with crew, **V/Comm., Ed Malek**, squeaked just ahead of "**Pegasus**" for a 4th place rounding. We on "**Pegasus**" were still in last place.

Things were about to change. "**Jean Marie**" sailed considerably west of the rhumb line toward the orange mark GPS position, while "**Amelia**", with new Club member, **Gina Breece** as crew, sailed East of the line for increased boat speed, followed by "**Pegasus**", with this writer urging our **Skipper, John V.** to catch up to **Barry**. Even though it was a fetch to the mark, "**Wanderlust**", with their five crew including co-owners **Roof D.** and **Ron P.** plus **June H.** picked up her skirts to round the orange mark GPS position first, followed by "**Amelia**" and "**Pegasus**". They both had to come up 10-15 degrees to round the GPS position. The top of our temporary orange mark was under water, because of the high, albeit outgoing tide. Maybe Global Warming and the recent Full Moon are having an effect on the higher-than-normal SH Marina's high tides, or perhaps the recently completed Marina dredging; who knows???

"**Jewel Anne**" followed "**Pegasus**" around the GPS mark, while "**Jean Marie**", with new crew member **Clarence Noles**, had gone from first to last place after struggling to get back to the rhumb line before rounding the mark's GPS position.

It was "Tactical Time" aboard "**Amelia**", as their rating is identical to "**Wanderlust**", who was out in front of the pack. **Barry** chose to sit on "**Wanderlust**" on this 2nd wing-on-wing leg, as the wind was now coming from the E-N/E and we were seeing white caps. "**Pegasus**" opted to stay away from the dog fight and headed slightly N of the boats ahead, as **Marty** and **Barry** duked it out, affording "**Amelia**" the chance to pass "**Wanderlust**" and to finish 1st in place, followed by "**Wanderlust**", exactly 1 min. behind, while we on "**Pegasus**" had shortened the time gap to 2-1/2 min. Six minutes later "**Jewel Anne**" crossed the line, followed by "**Jean Marie**".

There was a mini celebration on the docks, as **Barry** had already calculated the "time on time" results:

**1st - "Pegasus"**  
**2nd - "Jewel Anne"**  
**3rd - "Amelia"**  
**4th - "Wanderlust"**  
**5th - "Jean Marie"**

It was truly a small boat evening race. The crews opted to celebrate at a bar on SH's Main St. and catch a blues performance. Hope to see you out for the upcoming June races.

## 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  
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