



S.H.B.C.

Sentinel

March 2018

V6N3

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, or anybody else for that matter. If you want official, try to get it signed and notarized.

GUEST SPEAKER FOR **MAR. 7TH SHBC** MEMBERSHIP MEETING

Plan to attend our **Wed., MAR 7th SHBC** meeting at 6:30 pm at the Safety Harbor Library. Our guest speaker will be **Alder Allensworth**, who "**Did A SOLO CIRCUMNAVIGATION Around THE FL PENINSULA IN A TINY SAILBOAT**".

Alder Allensworth BIO



After being diagnosed with a rare, usually fatal cancer, Alder Allensworth made a miraculous recovery and took on a sailing journey most would only dream of. Having lost one eye to cancer, Alder dedicated herself to this 1,200-mile trip to raise money and awareness for sailors with disabilities, and quickly realized that sailing the 12-foot Prevail from Florida to Maine presented a whole new set of

challenges that she had never encountered before, even on the water. “*Prevail: Celebrate the Journey*” follows Alder’s story from her diagnosis through her sailing expedition, and finally to the creation of a nonprofit sailing organization that provides instruction and recreation to people of all ages and abilities, Sailability Greater Tampa Bay

RECAP OF GUEST SPEAKER FROM FEBRUARY 7TH SHBC MEETING

ARTICLE & PIX BY ELLEN HENDERSON

Neil Harvey is the **South East U.S.A. & Caribbean Sales Manager** for sailing hardware manufacturer, **Harken Inc.**, which has its headquarters in Pewaukee, Wisconsin.



He has worked at Harken for 20 years and was with **Barient** (winches) & **Lewmar** (British marine hardware manufacturer) for 10+ years prior to that.

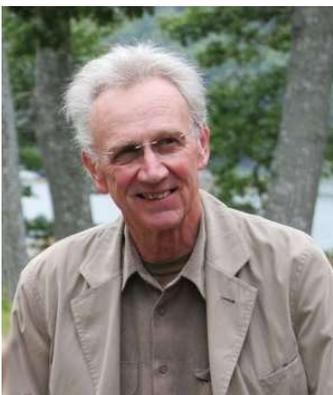
He came up from Perth Western Australia with Alan Bond’s **1st America’s Cup Challenge** team to Newport Rhode Island in 1974, went back there for about 1 year before joining the 79-foot maxi yacht **Kialoa III** in late 1975.

He did 100,000 miles aboard **Kialoa III**, during which time they set many race records, and won the **St. Petersburg to Ft. Lauderdale race (part of the SORC), Miami to Montego Bay Race, Transpac race, (Los Angeles to Honolulu) Sydney to Hobart Race, Hobart to Auckland N.Z. race, China Sea**

Race (from Hong Kong to Manila) and many other smaller races. He sailed professionally for 10 years before settling ashore in Clearwater/ Bellaire, where he is still residing.

Since the business part of the Club meeting ran very long, due to lots of discussion (45min.) about where to store the Club decorations, our Guest Speaker had only 5 min. to give his presentation on Harken Blocks and was unable to talk about the other products, which Harken produces. However, he had a very nice table display, which everyone crowded around to see.

A LEGEND HAS PASSED AWAY



We are sad to announce that our April 2017 guest speaker, **Meade Gougeon** has passed away. **Meade** was co-founder of **Gougeon Bros.**, out of Michigan, where they are famous for their West System for boat bottom repairs. In 1939 Meade and his brothers started building home-made wooden sailboats. They were inspired by **Clark Mills'** optimist pram design out of Clearwater. They later started working on epoxy resins as the conversion from wood to fiberglass boats was starting to take hold of the boating industry.

After WWII, the brothers worked on ice boats, building 275 units in 4 years. Next came trimarans; with the strain of going over 40 mph on the masts,

these boats lasted only 2-3 seasons on the lakes. Using epoxy as a sealant, they started building fiberglass boats. However, many 1970's era boats around the US boat building industry developed blister problems, hence the need for developing the **Gougeon Bros. West Systems** for fiberglass repair.

Many other epoxy applications were developed, including the Pro Set System for America's Cup Boats. **Meade** was kind enough to donate his book on "*Fiberglass Boat Repairs*" as a door prize. So whoever won this book, now has a collector's item.

SHBC BIRTHDAYS - MARCH 2018

BY ELLEN HENDERSON, PIX BY LINDA BRANDT (ARCHIVES)

Congratulations to those SHBC Members, whose Birthdays and Anniversaries fall in the Month of MARCH.

Birthdays:

3-24 **Brian Garry**

3-26 **Paula Taylor**

Anniversaries

3-18 **Joe and Alice Rezendes** →



VALENTINE'S DAY DOCK PARTY

By Dale Cuddeback

Edited by Linda Brandt

On Saturday, Feb 10, 2018 the Safety Harbor Boat Club held its annual Valentine's Day sailboat race followed by a dock pot-luck party in the afternoon. Ellen will give "her" account of the boat race in a separate article and as usual there were conflicting accounts from the other racers. However, because of far-out protestations in previous races, I don't believe anybody's story. So, I'll just provide an account of the party. The reader doesn't have to believe this either.



The party was held in the pavilion next to the marina with volunteer decorators arriving early to spruce up the tables with tablecloths and valentine theme center pieces. There were also some New Orleans Mardi-Gras style masks but without pirates. The decorators were Joan, Ellen, Emily, Dale, Jackie Mallozzi and Ted & Janet O'Brian. Except for those



decorators who had to leave, most of the decorators stayed and served on cleanup duty assisted by Phyllis and Brian Garry; and Ed. And everyone did a great job. As is well known, a party without decorations can be rather bland. There was a vote for the most popular pot-luck dish and Jackie won. The competition was

tough with many tied for first place and no one finished last, well maybe Publix.



By the way, we missed Vice Commodore Linda Brandt who is always in the thick of things, laughing and carrying on. She was at a Scrabble tournament in Orlando and did quite well. She was seeded 14th in her division of 16 players and finished 8th. Way to go, Linda!

Later, Joan and Ed conducted a coin-toss game where participants attempted to lob a washer (not a laundry washer but a hardware store bolt washer) into a spittoon. (That spittoon would make a great award table center-piece at a bachelor party). Some lobbers were better than others. What was most impressive was that Ed fashioned a magnet to a shaft to pick up the washers without bending down. The winners were (after a sudden death playoff) Tom Potter (a ringer because he pitches softball), Christy Edwards, and Ellen. Ellen always seems to get herself on a winning team whether sailing, coin tossing or horseshoes. The second-place winning team was Joe Mallozzi, Chrystal Anders and Bob Meadows (probably another ringer). A few of us practiced with the bean-bag toss game but no serious games resulted. Maybe we should change the name of the game. Now what did we call it before?



The secret service team of Patrick and Chrystal displayed club garments for members to order. Ron and Brenda brought huge packages of picnic-ware (paper plates, napkins etc.). Brenda was smiling, and one would suspect she had just made room in her garage for her car. Guess who wound up with it in his garage. We 'gotta find a new member with a 6 or 8 car garage.

Speaking of new members, Patricia Cartayas just joined the club. She had just completed a cruise from Florida to NY and back. Maybe we get her to tell the club about the trip at one of our meetings. Several others probably should be recognized for deeds done, or should have done, or should not have done. I don't remember who or what deeds. Not important. Maybe Clarence Noles. Note to Clarence: I always try to get everyone's name into these party accounts and this is the best I could do for you. Man, you gotta fall overboard or something. No, don't rob a bank. Well, maybe a Seven Eleven ...

I probably left out important parts but ...



FUN 'N SUN INTERNATIONAL FLY-IN & EXPO SATURDAY, APRIL 14TH



We are considering a group excursion to the annual Sun 'N Fun International Fly-In & Expo held at the Lakeland Linder Regional Airport on Saturday, April 14. Daily admission is \$37 for adults, but



only \$10 after 5pm. Saturday evening there is an airshow from 7:30 to 9:30. There are several area restaurants within a five-mile radius. We could leave around 3 or 4, have dinner and attend the airshow. More information will be available at our meeting in March to see if there is enough interest to move forward.

St Patty's Day Race and Party, March 17th

By Linda Brandt

Ahoy, SHBC members and families. The annual St Patty's Day Race and Party are coming up on Saturday, March 17th this year. The race will commence at 10am sharp. The party will begin at 4pm and this is one you won't want to miss. Bring your appetites and enjoy the best corn beef and cabbage dinner this side of Ireland.

Dinner also includes carrots, potatoes, a vegetarian Shepherd's pie, rolls and butter. It will be catered by the Stuffed Mushroom, a local Safety Harbor caterer. You are also requested to bring either an appetizer or dessert. The cost will be \$16 per member and \$20 per guest.

Please RSVP no later than March 9th as the caterer needs a head count one week prior to the event. We will be collecting money at our meeting in March. At that time, we will send around a sign-up sheet for volunteers to help with hosting, decorating, taking pictures, and cleaning up. There will be games, prizes and fun galore so get those RSVP's sent in on time and we will see you all there.

ANOTHER SHIFTY WINDS RACE - 2/14/18

BY ELLEN HENDERSON

On Wed., Jan. 20 three sailboats committed to sail this race. Each one gathered up their turned out crew: **"Wanderlust"** with **Ron P.** and **Clarence N.**, **"Incentive"** with **Dale C.** and crew Club Member **Lisa Lanza** plus Guest **Patricia Cartayas**, and **"Pegasus"** with **Race Chair/owner John V.** plus crew **Emily Wagner**, and **Ellen H.**

Since the wind was coming from the S/E. **John V.** set the course for a windward S-S/E start, toward the White mark, then NE to the Orange mark and West back to the finish with all marks to port. We on **"Pegasus"** observed that for most of the race, it would be an incoming tide, so it was prudent to stay near the start line during the 5-min. countdown, as the current would otherwise be pushing us away from the start line. Two boats gathered along the line; however, **"Wanderlust"** the windward boat on port tack, lost control of their boat as the wind shifted and they fell down to leeward onto **"Pegasus"** as the incoming tide pushed them into us. This

necessitated a fend off by hand situation twice in the light winds as they were attempting to tack to stay clear of us. This forced **"Incentive"** to hold back to avoid a collision.

After the start **"Incentive"** stayed way west of the rum line and ended up outside the "cone", thus sailing a greater distance than necessary. Meanwhile, **"Pegasus"** now on starboard tack, passed **"Wanderlust"** on a heading of 130 degrees. We found our wind shifts initially to be about 15 degrees, but subsequently advanced to 40 degrees either way.

By 4:45 pm **"Wanderlust"** was abeam, but 8 boat lengths to leeward. The wind was diminishing greatly, so we, on **"Pegasus"**, rolled up our jib by 50% and brought up our centerboard in the 2-3 kt conditions. Ten minutes later the wind shifted to a beam reach and now **"Incentive"** was abeam by 30 boat lengths to leeward. **"Pegasus"** continued to roll up our jib to 60%.

At 5:10 pm **"Pegasus"** noticed that the wind had backed now was now coming from behind from the North, so we gybed our jib. Later, on a heading of 160 degrees, **"Pegasus"** gybed our main, so now we were on a starboard beam and aft reach. We reached up to a 230-degree heading to increase boat speed on a beam reach. We rejoiced as we were sailing faster than **"Wanderlust"**. By 5:25 pm the evening sea breeze was now filling in from the NW, so we opened our jib to 100% and came up another 10 degrees to a 235 Hdg.

Since there was concern about finishing the in the dark, the fleet agreed to a 2-leg race down to the White Mark and back to the Finish Line. At 5:33:44 pm **"Pegasus"** rounded first at the White Mark, which was almost 1.5 hr. for the first leg. At 5:40 pm **"Pegasus"** crossed **"Wanderlust's"** position, fully 15 min. ahead of them. On this new windward leg, the wind was now shifting in a 35-degree pendulum. **"Wanderlust"** was 2nd around the Mark, followed by **"Incentive"**.

Even though the wind speed had increased to about 10 kts., since we had been having trouble with our Centerboard line, we opted to leave the board in its fully upright position. **"Pegasus"** again crossed tacks with **"Wanderlust"**, which was now 25 boat lengths behind us. We could feel the temperature starting to drop with setting sun.

Dale hosted the post-race party aboard **"Incentive"**, while first time racer **Patricia Cartayas** treated us to her native Cuban specialty, stuffed cheese potatoes (when you see her, ask her the Spanish name for this delicious treat) and wine.

RACE RESULTS:

Start time: 4:05:00

| | Finish Time | Elapsed Time |
|----------------------|--------------------|---------------------|
| 1. Pegasus | 06:15:37 | 02:10:37 |
| 2. Wanderlust | 06:18:25 | 02:13:25 |
| 3. Incentive | DNF | |

Back Bay Triangle Regatta - Sat Feb 24th

BY ELLEN HENDERSON, Pix by GERRY CORBINO aboard S/V "Rumboogie"

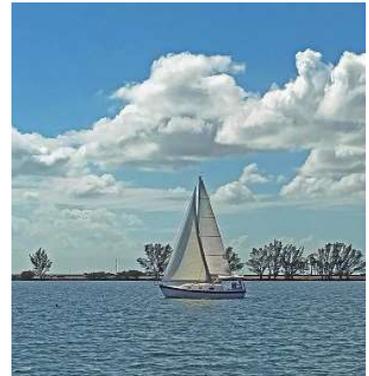
The **Back Bay Triangle Race** took place Saturday, Feb. 24, with a scheduled 10am start. During the day before the Regatta, **Co-Race Chairs Dale Cuddeback** and **John Viverito** along with **Ron Poirson**, set the temporary mark near the Big Bridge along the Courtney Campbell Causeway. The printed course with headings and nm leg lengths was given out at the skipper's meeting, held at 9.00am-ish along the Marina Middle Dock. SHBC's **Co-Race Chair John V.** decided that the fleet would start out by going to the White Mark, which would be a really good windward leg (1.32nm) with lots of tacking, then on a fetch (2.73nm) to the temporary mark near the Big Bridge. To provide a longer than usual course, the fleet would then have a long downwind leg (2.99nm) back to the start/finish line, creating a triangle, covering a distance of 7.03 nautical miles, all with port roundings.

At this special, annual event, a perpetual trophy was up for grabs, so five boats showed up to compete along with **Gerry Corbino's** photo boat "**Rumboogie**" with crew **Ted Hill**. The fleet jockeyed for line position from opposite ends with the majority opting to start on starboard tack. There was an all-day incoming tide, so most of the boats hovered close to the start line, running it back and forth, so as not to be pushed away by the current. During the 5-min. countdown **Paul Matthews**, who was solo sailing his unnamed **JY-15**, discovered his hiking strap broke right



along the start line, forcing him to fly across his boat, which then capsized onto **Joe Rezendes' "Floribean"**. **Joe** and crew **Jack Meyers** and **Ellen Henderson** quickly disentangled the two boats and then we had our own problem, as the jib got hung up on a shroud during a tack, which took us from first to last over the start line.

The fleet was initially led by **John V's "Pegasus"** with crew **Emily Wagner** and out of the woodwork member **Cam Carlin**, who were first over the line, followed by "**Wanderlust**", helmed by **co-owner Roof Douglas** and **co-owner** crew **Ron Poirson**, then **Dale Cuddeback's "Incentive"** with 4 additional last-minute crew: **Chris Garrill**, **Treasurer Mark Kanuck**, **Commodore, Joan Marzi** and **Ed Malek**. By then **Paul Matthews** was able to right his **JY-15** and he was off and running. Finally, "**Floribean**" had sorted out our jib sheet problems to slink over the start line.



Back on the course, the fleet split out on opposite tacks. About half way down the first leg the **JY-15**, quickly pulled ahead of the fleet in about 10 kts of wind. This was her kind of wind. With the steady wind shifts, we got to tack numerous times, while approaching the white mark. We on "**Floribean**" were bound and determined to overtake the fleet, so we made every tack count. The **JY-15** and "**Wanderlust**" were passing us to windward, so we were careful that they wouldn't blanket our wind. At the White Mark the **JY-15** was first to round, followed by "**Pegasus**". "**Wanderlust**" was next, with "**Incentive**" behind them and "**Floribean**" bringing up the rear.



Paul M. later reported that he had difficulty finding the Big Bridge temporary mark, but was still first to round it, which helped reduce her lead a little over **"Pegasus"**. The second leg was pretty much a parade with slightly forward winds, then cracking off with the wind shadow shift at the Big Bridge. Every boat rounded in place.

On the way back to the finish line **JY-15** started to fly and very quickly made trees on the fleet to finish first. **"Pegasus"** finished second, but they thought they corrected over the **JY-15**. Things got interesting for the 3rd, 4th & 5th position boats during the last leg. The boats all started out on very



broad port reach, but then fiddled with their poles attempting to go wing-on-wing, which necessitated sailing a little north of the rum line toward the finish. **"Wanderlust"** was ahead and leeward of **"Incentive"** and was in her wind shadow, so they crossed ahead of **"Incentive"** to get to windward. Meanwhile **"Incentive"** sped slightly ahead to finish about 2 sec.



before **"Wanderlust"**, which owed them time, so **"Wanderlust"** slipped back to 4th place. Meanwhile, we on **"Floribean"**, after having pulled up our centerboard and easing the main halyard, we set the pole on the leeward side on a very broad port reach and also shifted our weight to leeward. We then gybed our jib and went wing-on-wing and started to gain on the group just ahead. **"Floribean"** finished just 1 min. 7 sec. behind **"Incentive"** and about 1 min. 5 sec. behind **"Wanderlust"**, so it's possible that we corrected over them.

Dale C., as usual hosted the post-race party aboard **"Incentive"**. Fortunately, it had been glorious weather for the race and the party for our annual Back Bay Triangle Regatta.



BCYC TO HOST ANOTHER WOMEN'S CHALLENGE REGATTA - APR. 28

Article By Ellen Henderson, Photos Archives- Barry Fox

Several boatloads of SHBC female racers (skipped by **Aussie Chris, Christy Edwards** and **Ellen Henderson**) previously competed at the **Boca Ciega Yacht Club's (BCYC) WOMEN'S CHALLENGE REGATTA**. It is to be held this year on APRIL 28. Most folks will remember this race as the "**Bikini Cup**", which was renamed. 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.

The **Rhumb Runners**, BCYC's Women's Sailing Group, hosts and provides food for an outstanding party and awards presentation following the race. **Barb Meyer**, the **BCYC Women's Challenge Regatta Chair**, does an excellent job organizing the event and has promised an even bigger field of boats for 2018. Mark your calendars for the Saturday **APR. 28 Regatta** ... this is a very well-run event with lots of fun and excitement and is a very pleasant day trip from Safety Harbor if you want to bring a boat to this race. Overnight **free dockage** for up to three nights is provided within the very well protected BCYC marina. Or if you want to crew or borrow a boat, contact Barb Meyer via their club's website.

Respect the Guest

Soapbox by Mikey

With this text, I am going to risk anger from some, praise from others, and angst from all. The February meeting ran much longer than it should due to reasons not worth mentioning. This means, did our Guest Speaker not only have to sit through an entire meeting but was cut incredibly short on his presentation. I, as well as others, voiced the opinion that this was exceedingly rude and no way to treat guests.

The response was that Ron started the schedule change when he was Commodore. My response to that statement is [1] Ron is not the Commodore now, [2] Ron did what worked for HIM, and [3] a Guest Speaker was never treated this way when Ron was in charge of a meeting.

The Guest Speaker arrived an hour early, I personally know for sure, to set up his display of equipment. If I had been treated the same, I would tell every vendor I know to refuse to speak at the S.H.B.C. I have it on good authority that our Guest Speaker was very cordial at the end of the meeting. I also have it on good authority he was mad enough to spit the next day.

True, the Executive Board can manage the meetings as they see fit. I am not looking for heads to roll or to start an excuse war. I am only asking that we change the order our guests are presented. I believe we are blessed with speakers that we did not have in the early days.

Closing statement: I am very much aware how difficult it is to control the flow of a meeting. I have been there. But the Executive Board has the responsibility to limit minor-importance conversations to ensure a productive meeting. Rude should not be part of the agenda.

Sentinel Newsletter 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. *Text and image messaging to my cell phone, not so much.* If you wish to submit your story or report in another word processor or document format, contact the S.H.B.C. Webmaster (me) for discussing.

Submissions must be complete with text and images. If received after the 24th of the month, they will be held over for publication and not included in the latest issue.

Images / photographs: If using a cell phone to take the picture, 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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