



S.H.B.C. Sentinel

June 2018

V6N6

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 **JUNE 6TH MEETING**

Submitted By Ellen Henderson; Photo - Google



Plan to attend our Wed., JUNE 6TH SHBC meeting at 6:30 pm at the Safety Harbor Library. Our guest speaker will be **Alder Allensworth**, who at our recent March meeting, spoke about her "**SOLO CIRCUMNAVIGATION AROUND THE FL PENINSULA IN A TINY SAILBOAT**". For our June mtg, **Alder will continue her journey North of Florida in her 12' Bauer "Prevail"**.

RECAP OF GUEST SPEAKER - MAY 2ND MEETING

ARTICLE & PIX BY ELLEN HENDERSON

Our guest speaker was Courtney Ross, who founded **Ross Yacht**, originally on Island Estates, but now they operate in Dunedin. Ross Yacht Services was the premier boat hauling, refit and repair yard in the area for many years. **Courtney** started to sail small boats when he was 10 years old in the Clearwater area. In HS he graduated to big boats in the Gulf, working his way up to racing in the SORC, the Havana Cup, the Mackinaw Race and finally on Maxi Boats.



Courtney opened Ross Yacht Boat Yard in the 50's, where they worked on Morgans, Gulfstars, SORC boats like the NZ entry "Animal House". Among his other clients were Ted Turner's "The Bounty", the Square Rigger, on which they built new masts, before it was berthed in St. Pete as a tourist attraction and Dennis Conner's "Carpet Bagger". When Charlie Morgan later produced the Heritage 12 Meter boats, Courtney was their "go to guy", especially for their work on the well know wooden boat "Paper Tiger". This led to

outfitting the Charter Boat trade for the Caribbean Islands, such as 50' Sports Fisherman and a 56' Long Range Trawler.

Both "Look" and "Yachting" Magazines did feature articles on **Ross Yacht**. In 1981 the Class A Maxi boat "Windward Passage" was outfitted there and then made 14 trips to Australia. Some of the SORC sailboats drew up to 14' draft and went on to Hawaii, Italy and Norway.

Among their small boat clients were Clark Mills, designer of the Clearwater Optimist Prams and Walter Pryor. The boat yard employed six full time ship's carpenters and many other tradesmen. Palmer Johnson shipped their boats to **Ross Yacht** from Sturgeon Bay, WS. They also retrofitted many locally built Island Packets and Ted Irwin's I-52'. When asked about their experience with repairing blisters on boats built in the 70's, Courtney mentioned a particular Hatteras, with blisters only on one side of the hull.

Courtney's J-Boat "**Barr Robin**" won many races with Windjammers of Clearwater and elsewhere. After 40 years operating their boat yard on Island Estates, they closed that portion of their business in the 90's and moved the sales department to Main St in Dunedin. Courtney has retained the same competent sales staff for many years.

WELCOME NEW MEMBER: CATHY FERRISS

ARTICLE BY ELLEN HENDERSON; PIX BY CATHY FERRISS



CATHY FERRISS was Chair of the Committee to form the Clearwater Community Sailing Center and she worked with the Clearwater Parks and Rec Dept. to make it happen. She moved to Clearwater in 1981 from Brevard County on the East Coast and joined Windjammers to learn how to sail, where she met her husband Chuck Smalley. They campaigned their J-30 for many years.

She later raced with DIYC (Davis Island) on J-27's, J-24's and J-35's. She's done the Clearwater to Key West Race. She was a tactician on the J-24 and a spinnaker trimmer on Energizer. She was assistant Aquatic Director at the YMCA and now is Sr. Sales Rep for Progressive Insurance.

SHBC JUNE 2018 CALENDAR OF EVENTS:

| | | | |
|-----------|----|----------|--------------------|
| Wednesday | 6 | 6:30 pm | Meeting SH Library |
| Wednesday | 13 | 6:00 pm | Race Marina |
| Saturday | 23 | 10:00 am | Race Marina |
| Wednesday | 27 | 6:00 pm | Race Marina |

Hurricane Preparedness Notes

By Mikey

Here we go again, Hurricane Season. If you think preparations are not necessary, you were not here last year. There is little we can do for the worst of it, but why make it easy for Mother Nature to break your toys?

For the boat, here is a list of To-do's...

- Check your insurance (not funny this is #1 in the list).
- Remove the sails, including the boom if possible.
- Strip the decks, removing anything loose or not solidly secured.
- Replace the lines with new. A year of Florida salt and sun takes its toll.
- Double or triple the lines. No such thing as too much.
- Protect the new lines with chafe protection. Fire hose is best, tied to the cleat.
- Shut down systems, except the automatic bilge pumps. Battery(s) fully charged?
- Take photos. Proves what you had and what you did to protect it.
- Help your neighbors. Doing yours right is wasted if their boat comes loose.
- Lock your boat – or not. Leave the key. That neighbor might save your boat.
- Evacuate early. Remember the traffic jams? Remember no electricity for a week?

And finally, if you stay and have a generator, chain it to something. Not everybody has one. Just sayin'.

SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON, Pix by Archives

Congratulations to those SHBC Members, whose Birthdays and Anniversaries fall in the Month of JUNE, which is truly the month of Brides & Grooms.

Birthdays:

6-9 Lisa Lanza
6-11 Mark Kanuck
6-12 June Horowitz
6-20 Chris Garrill

Anniversaries:

6-? Mark & Ann Kanuck
6-21 Mike & Sherry Duffy
6-23 Bob & Skip Meadow



Is Your Wire Corroded?

By Mikey

Boats are like cars. We use them until they break. Unfortunately, they seem to break at the most inconvenient time. Fortunately, somebody invented something called Preventative Maintenance.

If you have a battery in your boat, you likely have corrosion on the wiring or terminals of the battery. Do you know how much? A little may be little need for concern, but a lot can be a disaster. Electrical system failure likely means no running lights at night or the failure to start the engine and keep it running.

- [1] Look for visible corrosion.
- [2] Remove any stainless washers from between connections.
- [3] Replace wing nuts with regular hex nuts.
- [4] Replace solid wire with stranded.

There is more, so this list is just a start. Read the "PREVENTATIVE POWER PLAY" article in the Apr 2018 issue of *Cruising World* magazine.

SHBC FULL MOON RACE - APRIL 2018

By Dale Cuddeback, Captain S/V Incentive
Edited by Linda Brandt, Vice Commodore



Kudos to John Viverito (SHBC race committee) for scheduling another full moon race. The club has conducted several full moon races in the past. And there is always an incident which makes each race unique. The first race was conducted on a cloudy, dark night (no moon, no stars) and although we had put lights on the race course marks, not one boat found all the marks because of the dim lights on the marks. On another race, a boat hooked a mark and towed it halfway to the next mark, so it was missed by most of the other boats.

It is always a real challenge to find the marks. But our racers learned fast if one couldn't find a mark, he would finish the race anyway and hope no one noticed. After all it was dark. If challenged at the post race party, try to change the subject quickly. There is always a better-than-even chance that the challenger didn't find the mark either.

Back to this race. Captains Dale, John and Ron went out early on *Incentive* to attach the lights to the marks. Remembering previous race light problems and after many experiments, Ron had figured out how to get maximum illumination from small flashlights placed inside one-gallon water jugs. The jugs were taped onto buckets which were then placed on top of the marks. Kudos to Ron because his system works really well in the dark and the marks can be seen easily. If a boat stayed north of the causeway it had a good chance of eventually finding the marks. However, going on the south side of the causeway lessened one's chances considerably.

Captain Mark on *Starwind* along with 51% owner Ann and friends Jack and Bonnie aboard pulled out of the marina first onto the race course. A few minutes later Mark radioed that he had run of gas. Someone replied "good, that assures us you won't use your motor in the race." Next, the outboard on *Pegasus* wouldn't start. After determining he had a fuel problem, Captain John abandoned his boat to join Captain Ron on *Wanderlust*. Captain Dale on *Incentive* had shanghaied two other crew members (Bruce and Tim) and motored out to the race course. The wind was not very promising at first but fortunately it increased steadily during the race.

We got off to a great start for this race, or at least one of the three boats did. *Starwind* crossed the start line first followed by *Incentive* and then *Wanderlust*. *Starwind* led the sprint to the first mark followed by *Wanderlust* leading *Incentive* by several boat lengths. *Incentive* was having a hard time keeping up with the other two boats. However, *Wanderlust* made a wide turn around the first mark while *Incentive* careened around it ending up ahead of *Wanderlust*. *Starwind* reached the second mark with quite a lead over the trailing two boats. *Wanderlust* had overtaken *Incentive* on the second leg and beat *Incentive* around the next mark.

Now on the third leg, the race turned into a tacking duel which *Incentive* managed to win in the last 300 yards. *Wanderlust* finished second and *Starwind* came in third. Handicapped times will be figured later but *Incentive* won handily. (**Editor's Note:** *Incentive* has been known in the past to use the Iron Jenny to his advantage. The challengers were obviously unaware of this fact due to not having been members long enough. Unfortunately, they missed an opportunity to be suspicious and raise a challenge. Apparently, they were unable to explain the smell of diesel smoke. Not that I am saying anybody cheated, just sayin'.) As usual, a post-race party was held on *Incentive* where the race was discussed with great conviction and of course everyone had a different version. We also discussed having more moonlight races to beat the heat of summer. Great fun.

BEGINNING OF THE SUMMER DOLDRUMS RACE-- SAT., 5/19/18

BY ELLEN HENDERSON

On Sat., May. 19 two SHBC sailboats committed to sail this race, while normal participant, "**Incentive's**" owner **Dale C.** was on vacation in NC. Each one gathered up their crew:

"Wanderlust" with **Ron P. and Clarence N., Emily W., Ed M. and Commodore Joan M.**
"Pegasus" with **Race Chair/owner John V.** plus crew **Richard P,** and **Ellen H.**

Since the wind was coming from the S/E and the White mark is still MIA, John V. set the course for a windward E-S/E start, toward the Orange mark, then twice around to the S/F Line, back 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 unusual short outgoing tide from 9:45 am to 11:15 am, then back to an incoming tide scenario. So, it was prudent to stay clear of the start line during the 5-min. countdown, as the current would otherwise be pushing us toward the start line.

At the start the wind was only 5 kts. **"Pegasus"** was first over the start line, with **"Wanderlust"** about 30 sec. behind. **Pegasus's** starboard tack heading varied from 80-60 degrees, so we were above the rhumb line, but on the favored left side of the course. **"Wanderlust"** tacked first onto port and was to leeward and behind **"Pegasus"**. **"Pegasus"** also tacked onto port and was now on a heading of 170-175 degrees going almost due South away from our orange mark. **"Pegasus"** passed **"Wanderlust"** at about 4 1/2-5 boat lengths to leeward.

We noticed that **"Wanderlust"** had two crew members sitting way up in the bow, just behind their jib roller furling, which may have slowed them down (with too much weight in the bow end), which might have contributed to our being able to pass them. **"Pegasus"** was heeling 5-10 degrees on a windward heading of 175 degrees. Suddenly **"Wanderlust"** passed **"Pegasus"** about 6-7 boat lengths below us to leeward. There was a wind shift range of about 20 degrees with headings from 160-180 degrees. **"Wanderlust"** tacked onto starboard and was now about 10 boat lengths below us. They were going faster, but away from us.

"Pegasus" tacked back to starboard, because of a 30-degree wind shift. Our new heading ranged from 90-100 degrees. **"Wanderlust"** rounded the orange mark 29 min. after **"Pegasus"**.

The wind had now diminished greatly so **"Pegasus"** rolled up her jib about 3/4 to attempt to start moving. It wasn't working; we were actually sailing backward toward the Orange mark, as the tide was still going out. However, **"Wanderlust"** with their faster PHRF Rating was quickly starting to gain on us by going wing-on-wing. Ellen went forward to set the whisker pole and while trying to juggle the pole and capture the jib clew, the pole decided to go for a swim. Fortunately, there was a long pull line, so we were able to capture it with our boat hook, otherwise this writer would have had to make a quick trip to West Marine to replace the pole, WHEW!

The wind did a major shift to the SW and filled in as an early sea breeze at 12:15 pm, but it was still light. We took down the pole, moved the jib back to the inside track. John V. radioed **"Wanderlust"** to suggest we finish the race after 2 legs and they agreed.

Since neither **Dale** nor **Ron** were available to host the post-race party, some of us went over to the SH Marina Pavilion to celebrate our win with thirst quenchers and munchies. There we met **Brian** and **Rachel**, who are racers and are interested in racing with SHBC. We hope to see them for the Memorial Day Racing & post-race Cuban Sub Dock Party (if it's not raining.)

RACE RESULTS:

Start time: 10:23:00

| | Finish Time | Elapsed Time |
|---------------|-------------|--------------|
| 1) Pegasus | 12:26:08 | 2:03:08 |
| 2) Wanderlust | 12:34:06 | 2:11:06 |

Women's Challenge Regatta - APRIL 28, 2018

Excerpted & Submitted by Ellen Henderson; Pix by Paula Taylor & David Wiegenman



The 2018 Women's Challenge Regatta (formerly known as the Bikini Cup) took place on a beautiful and very breezy day at the club. Eight boats competed: Godzilla, Celebration, Nikki, Calypso, Seahawk, The Rachel, Mixers Mistress, Aldonza, and 38 sailors participated in three divisions: All women skipper and crew, man on board coached, and man on board not coached.

PRO Mark Rother plotted a challenging course for the competition and race times varied from one hour and 28 minutes to 2 hours and 23 minutes. With winds increasing to over 20 knots and significant gusts up to 22 knots, sails were reefed, heeling was significant as much as 30 degrees, and some racers reported being overpowered at times.



Back at the club, exhilarated and exhausted sailors enjoyed a dinner prepared by Cathy Talisman and beautiful, artistic awards were given to rousing applause. See Spreadsheet below for individual Results and Times.



Winners: MAN-ON-BOARD-COACHED (MOBC)

1. Yvonne White/*Calypso* (James Masson)
2. Keli Walker / *Nikki* (Bruce)

MAN-ON-BOARD-NON-COACHED (MOBNC)

1. Suzanne Boohar/*Seahawk* (Richard)
2. Karen Wacker/ *The Rachel* (Guy)
3. Ellen Henderson /*Aldonza* (David Wiegenman)
4. Annie Davidson/ *Mixer's Mistress* (Mixer O'Keefe)

ALL FEMALE (All WS/C)

1. Chris Kelly/*Godzilla* (Mark Rother)
2. Sheri Ogorek/*Celebration* (Sheri and Rick Ogorek)

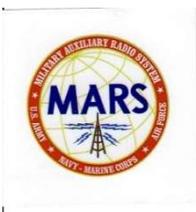
Many thanks to all who worked so hard to make this event successful: Mark Rother, PRO Don Rogers, Racing Committee Boat (*Sanity Clause*) Cathy Talisman, Chef Lloyd Masson, Photographer Roger Gilmore and Chuck Greenslade, Safety Boat Debbie Roberto and Ann New, Priscilla Kidder, Lynda Calvillo;

Decorations and Kitchen Crew Suzanne Boohar and James Masson, Scoring Protest Committee (none mounted) David Henshaw, Mike Richardson, and Bobby Calvillo, Co-Event Chair Becky Gilmore & Barb Meyer- Women's Challenge Regatta on Saturday April 28th. Mark Rother, Becky Gilmore and Cathy Talisman did a fabulous job pulling it off. Many thanks to all the members who stepped up and helped them make it happen. There is a tremendous amount of work that goes on behind the scenes to pull off a regatta.

We on *Aldonza* were so grateful to **Annie Davidson** for securing us a boat about a week before the Regatta. Boat owner, **David Wiegeman** was so patient and giving of his time for both our one practice and on the race day. *Aldonza's* crew were: Skipper, Tactician and Navigator: **Ellen Henderson**, Main and Foredeck: **Marielle Skille** and **Meg Roseen**, Jib: **Paula Taylor** and **Tina Bastien**, Timer, Recorded and Centerboard: **Jana Cortina**. Only Marielle and Meg were able to practice, as the rest of the crew all work. So, we were thrilled with our 3rd place Trophy, since none of the crew had previously raced together, except for Paula, who was our crew in previous B/Cup Races. We're hoping to retain our crew for the 2019 Regatta

Women's Challenge Regatta Times and Place 2018

| Division Score | Sail number | Boat | Skipper | PHRF | Boat Owner | Type | Finish | Elapsed | Corrected | Overall Score | Division |
|----------------|-------------|------------------|------------------|------|-----------------|------------|----------|---------|-----------|---------------|----------|
| 1 | 248 | Calypso | White, Yvonne | 203 | James Mason | Ericson | 14:28:26 | 1:28:26 | 1:22:13 | 1 | MOBC |
| 2 | 44 | Nikki | Walker, Keli | 296 | Bruce Bingham | Cape Dory | 15:23:04 | 2:23:04 | 1:58:23 | 8 | MOBC |
| | | | | | | | | | | | |
| 1 | 114 | Seahawk | Boohar, Suzanne | 248 | Richard Walters | Morgan 30 | 14:35:33 | 1:35:33 | 1:23:49 | 2 | MOB |
| 2 | none | The Rachel | Wacker, Karen | 232 | Guy O'Connor | Beneteau | 14:39:20 | 1:39:20 | 1:28:55 | 5 | MOB |
| 3 | 1 | Aldonza | Henderson, Ellen | 280 | David Wiegeman | Cape Dory | 14:46:56 | 1:46:56 | 1:30:11 | 6 | MOB |
| 4 | 7 | Mixer's Mistress | Davidson, Annie | 272 | Mixer O'Keefe | Captiva | 15:06:15 | 2:06:15 | 1:47:31 | 7 | MOB |
| | | | | | | | | | | | |
| 1 | 889 | Godzilla | Kelly, Chris | 183 | Mark Rother | Impulse 21 | 14:27:50 | 1:27:50 | 1:23:53 | 3 | AWOM |
| 2 | 6780 | Celebration | Ogorek, Sheri | 203 | Rick Ogorek | Hunter | 14:35:18 | 1:35:18 | 1:28:36 | 4 | AWOM |



Honor Those That Served

By Mikey



By the time you read this, Memorial Day has passed. I know this for sure because today is Memorial Day. And it is raining

and the picnic is cancelled. But I am not going to sermonize about honoring the veterans.

Instead, I am going to tell you about a website I found thru my MARS radio affiliation. They provide military-related decals at <http://www.military-graphics.com> at very reasonable prices. You can see by my image that they are of good quality as well.

“NOW offering over 5,000 different military decal, sticker, magnetic designs, and license plates - and we are adding new designs daily. We offer the HIGHEST QUALITY vinyl decals/stickers, magnets and license plates on the Internet with sizing from 1 inch to 32 inches on most decals, 3 inch to 8 inch sizing on magnets and 6 inch X 12 inch aluminum license plates. Decals and magnets are die-cut to the exact shape of the image!!!”

If you know a veteran, or currently enlisted person, why not buy them a decal, fridge magnet, or car plate? It would be a constant reminder that you care.

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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