



S.H.B.C. Sentinel

February 2020

V8N2

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 FEB. 5th SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON; PIX: ARCHIVES

Plan to attend our Wed., **FEB. 5th, SHBC** meeting at 6:30 pm, at the Safety Harbor Library. Our guest speaker will be **Keith Law** who will give a presentation on **"Sir Francis Drake"**. **Keith** will be returning to SHBC, as he was a most interesting speaker 3 years ago on the subject of **"Captain Bligh" of the infamous "Mutiny on The Bounty" & "The Real Pirates of the Caribbean"**, so **Keith's** presentation should be informative as well as entertaining.



Do the Math: 4 + 2 = 6

By Patrick

City grants slip renters two more permitted spots for total of six parking spots by permit only. Boat Club slip renters paid for the materials to pay the painting of the bumpers which read "parking by permit only". There was a \$15 excess and that was turned over to the Club. Patrick Whelan led the charge for 15 years. The picture shows Patrick Whelan with his famous **PARKING BY PERMIT ONLY** stencil



RECAP: JAN. 2ND SHBC PRESENTATION & POST MEETING GATHERING @ THE NEW SAFETY HARBOR RESTAURANT: **Water Oak Grill**

By Dick Greenhalgh & Ellen Henderson

On Thurs., at the January 2nd meeting, SHBC hosted our guest speaker Dick Greenhalgh, assisted by Tony Mazaro. The Presentation Topic was "The Delivery of 'Gail Force' from Melbourne to Safety Harbor".

Background: Transition for a sailboat - 27' Island Packet to **29' Trawler**. Back story involving Tony M. and Ron P. as crew with Patrick W. as transportation. Melbourne to Safety Harbor 357 miles; avg: about 55 miles per day

Specs on **Prairie 29'**:

- Made in Clearwater 1978
- Full displacement hull
- 50 hp perkins diesel engine
- 3 cylinder Onan generator
- 12 foot beam
- 12,000 pounds
- Designed as a coastal cruiser
- Wide beam with well defined cabin area
- Air conditioned



End of Day 1: Nettles Island Marina Jensen Beach

- story about transmission; no reverse

Roland Martin's Marina Clewiston, Fl

- Roland Martin is a well known fisherman and guide in the Everglades area.
- No reverse; therefore a starboard side tie up

Uncle Henry's Marina:

- Located at the north end of **Gasparilla Island** and about 4 miles north of downtown Boca Grande
- Taking a break: rented a golf cart and took a tour of **Boca Grande**

Magnusson Inn (formerly Holiday Inn Sunspree)

Safety Harbor: safe landing

After our regular monthly SHBC Meeting *a group convened* at the new Safety Harbor restaurant: **Water Oak Grill**. The diners included: **Commodore Mark & Ann Kanuck, Treas. Joan Marzi, Ed Malek, Scott & Diane Hood, Skip & Bob Meadows, Jill Lunt, Jack Youra, Tony Mazaro, Ted Hill, Eileen Berger & her comfort dog, Linda Brandt, John Estok, Ellen Henderson** and brand new SHBC Member **Marion Ruuge-Aronson** .

LAST CALL - UPCOMING PONTOON BOAT RIVER CRUISE ON THE COTEE RIVER

BY ELLEN HENDERSON; PIX: INTERNET

This is the **LAST CALL** to join us on **Thurs., Feb. 20** for the **Miss Daisy Boat Tour**.



SHBC is planning a Feb. 20th (Thur.) Pontoon Tour on the "Cotee" River in Port Richey. We've negotiated the **price down to \$20 for the tour** and have made the reservation. We'll meet to form carpools **@ 9:15 am** at the **FREE** Parking Lot between 8th & 9th Ave., across from the Stuffed Mushroom on SH's Main Street and will **leave @ 9:30 am**. Those who plan to drive independently, should be at the location (**5419 Treadway Drive, Port Richey**) by 10:45 am. **Captain Ray will collect our \$20** payment per person on the boat and it can be paid by either **Mastercard or Visa or Cash (NO CHECKS)**.

We currently have 31 people signed up for the cruise, but we **MUST have 31 people** in order to get the great discounted price of only **\$20**. So, I'm making a "Wait List", as someone invariably drops out for various reasons. So, let us know if you want to be on the **"Wait List"**?

For those who plan to go to lunch afterward at the **"Catches" Restaurant**, we have free parking there & the Miss Daisy Pontoon Boat's Captain Ray will pick us up at the **"Catches" Restaurant's Dock (727) 849-2121 @ 7811 Bayview St, Port Richey, FL 34668**. Check out their menu online @ <http://www.catcheswaterfrontgrille.com/images/catches-menu-2018.pdf> We also need a headcount for the Restaurant, so we can make the reservation.

**We must have an EXACT head count, so you can either sign up at the SHBC FEB. 5th Meeting or contact:
RESERVATION: Safety Harbor Boat Club
Contact - Ellen Henderson
(c) (727) 238-1807 CALL OR TEXT**



GOOD-BYE: JILL LUNT

BY JILL LUNT & ELLEN HENDERSON; PIX: ARCHIVES



Jill Lunt joined **SHBC** from our association in **Friendship Force**. She grew up in England and has lived and traveled in many places around the world, where she used her nursing skills. Jill recently retired and has decided to live closer to her son & grand kids in Manila. She sent this "Good-bye" message to SHBC:

Hi Ellen,
wishing you a happy festive season, and to thank you for introducing me to such nice people at the SHBC.
Have now retired from work, and busy sorting, donating and packing stuff ready for the packers, movers, shippers to **Manila**

I'll be leaving here on the 16th Jan, arrive in Manila in May via **Toronto** for several weeks, fly down to **Chicago** to board Am Track train. two nights on board from **Chicago to San Francisco**, this particular route is called the **California Zephyr**, and travels through scenic places out west such as the **Rockies**, will backtrack to Flagstaff, AZ for a few days, near the **Grand Canyon**, Jim my travel adventure partner has not been to the Grand Canyon and it is on his bucket list,.....from there to **Fiji**, for a week, then to **Sydney, Australia (hope it's not on fire)** stay a month with Maggie, a school friend from Salisbury ... , have a cruise booked from **Sydney to Auckland**,.... finally up to **Manila**, to move in to **Sheridan** in May, haven't got that part of the trip booked yet, I was hoping there might be another cruise from **Auckland to Manila**.

My new address will be

Apt 4317
Sheridan N. Tower
1550 Sheridan St
Mandaluyong City 1554
Metro Manila
Philippines

Love Jill xx

USCG Ceasing Production of RNC Charts

By Mikey

RNC = **R**aster **N**autical **C**harts, in all forms electronic and printed. The USCG is streamlining the production of nautical chart information. For those of you that **MUST** have paper charts, this is bad news. For the rest of us living in the electronics age, prepare to be impressed. You can start at one web location and zoom in to see any chart you want. The continental US, Alaska, The Bahamas, Cuba, Puerto Rico, and Hispaniola are included.

If you visit the NOAA Custom Charts page (link below), you can double-click the left mouse button, roll the thumbwheel if you have one, or click on the + & - symbols in the upper right corner, to zoom in. As you zoom in on Tampa Bay, for example, you will see what appears to be scares information in some areas. However, continue to click and more detail will appear, MUCH more than on the old charts. My test was on the lower side of the Gandy Bridge, and I was surprised to see thin brown lines outlining the actual channel. If you ever sail, or have sailed, over to Coastal Marine (was NOA) on the south side of the Gandy, you will very much appreciate those little lines.

I must admit it likely needs work. Zooming in on Safety Harbor shows Marker "9" as being on land and the Marina is not depicted at all. I don't have my printed chart with me, so I do not know if this is normal, but I seem to remember more detail for this location..

Copied from the NOAA website... <https://www.nauticalcharts.noaa.gov/updates/noaa-seeks-public-comment-on-ending-production-of-traditional-paper-nautical-charts/>

Ultimately, production will be shut down for all raster chart products and services associated with traditional NOAA paper nautical charts, including:

- [Print-on-demand \(POD\) paper nautical charts](#)
- [Full-size chart PDFs](#)
- [NOAA raster navigational charts \(NOAA RNC®\)](#)
- [BookletChart™ PDFs](#)
- [NOAA RNC tile service](#)
- [Online RNC viewer](#)

Cancellation of these product and services will start in mid to late 2020 and be completed by January 2025. More detailed information regarding this transition is explained in the document

Sunsetting Traditional NOAA Paper Charts: End of Paper and Raster Nautical Chart Production and Introduction of NOAA Custom Charts

(<https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf>). Over the next five years, NOAA will work to ease the transition to ENC-based products while continuing to support safe navigation. NOAA will focus on improving data consistency and providing larger scale coverage of NOAA ENC, as well as providing access to paper chart products based on ENC data, either through the NOAA Custom Chart prototype (<https://devgis.charttools.noaa.gov/pod/>) or third-party commercial data providers.

The online NOAA Custom Chart (NCC) application enables users to create their own charts from the latest NOAA ENC data. Users may define the scale and paper size of custom-made nautical charts centered on a position of their choosing. NCC then creates a geospatially referenced Portable Document Format (GeoPDF) image of a nautical chart. Chart notes and other marginalia are placed on a separate PDF page. Users may then download, view, and print the output. NCC is an easy way to create a paper or digital backup for electronic chart systems or other Global Positioning System (GPS) enabled chart displays.

A comparison of NOAA Chart 16204 and the corresponding NOAA Custom Chart is shown below. Although it looks a bit different from a traditional NOAA chart, NCCs show the latest data as compiled in the NOAA ENCs. The prototype is in the early phases of development and many improvements are needed to make NCC a viable replacement for traditional paper nautical charts. We hope you will try out the NOAA Custom Chart prototype (<https://devgis.charttools.noaa.gov/pod/>) and tell us what you think through NOAA's online ASSIST feedback tool.

Bayou Radio Theater

By Patricia

The Bayou Radio Theater is on stage again for the 3rd year enacting the authentic scripts from the radio shows you may remember: Richard Diamond, The Shadow, Our Miss Brooks, The Bickersons, and More.

Our boat club member, Patricia Coyle, performs at least 4 roles with voices. She's "Margot," Shadow's crime-solving partner and "Helen," Richard Diamond's.....(love interest.) And a few more roles. These performances have been seen by sellout crowds in the Tarpon Cultural Center. Small theater, make reservations early.

Bayou Radio Theatre
Cavalcade

All-New Show Featuring Programs from 1935 to 1955



FRI, FEB. 14, 21 • 7:00 PM
 SAT & SUN, FEB. 15, 16, 22, 23 • 2:00 PM

Tarpon Springs Cultural Center
 101 South Pinellas Ave.
 727.942.5605 • TarponArts.org




Not Fake News!

By Mikey

I do not know all there is to know about everything. I suppose that is why I will never be President. But I do know this...

- In the last 200 years, ocean acidity has increased 25%. Dead coral is the evidence.
- In the last 100 years, sea levels have risen by 8 inches. Florida legislators discussing coastal impacts by flooding is the evidence.
- In the last 50 years, half of the Arctic ice has melted. Aerial photographs of the glaciers are the evidence.

We face a disaster of our own making. Civilization emissions of gasses like ozone and carbon dioxide can be reduced. Being less dependent on oil as an energy source is a realistic goal. Think about it – they are not making any more dinosaurs, are they?

Don't get me wrong, I am not worried... for me that is. And maybe not even for my children. But things get iffy for their children, or the children of those children.

While I am on the oily soapbox, plastics come from oil too. You know I am talking about that stuff floating around in the oceans. I am not saying we stop using oil all together. You would be amazed by how many medicines start life as dinosaur goo. But I am saying we need to get a handle on what happens to the plastic after we use it. Maybe we should stop making plastic that cannot be recycled and find a plastic that can be as a replacement.

More water may be good for sailors, but less food is not. Just sayin'.....

WELCOME NEW MEMBERS: MARTY BINDEMAN AND RAINBOW HE

By ELLEN HENDERSON; PIX by MARTY BINDEMAN AND RAINBOW HE

Marty Bindeman started sailing on **Lasers** and **Sunfish** when he took classes at the **Clearwater Community Sailing Center (CCSC) on Sand Key**, where he found out about and joined **Windjammers of Clearwater Sailing Club (WJ's)** in the early 90's. He immediately started racing small boats (Coronado's and others) for 10 years and he also crew for **Alder Allensworth**,



who was our previous **SHBC Guest Speaker** (when she sailed a 12' sailboat from St. Pete to the Carolinas). **Marty** also did some big boat racing with **WJ's** in the **Gulf**.

Marty was born in **Michigan** and he grew up in **Ohio** and got his **Dental Degree** from **Ohio State University**. He has had a **General Dentistry Practice** in **SH** since **1991**.

Marty and **Rainbow** met & married in **Florida**. **Rainbow** received her **Medical Degree** in **China** where she specialized in **Geriatric Cardiology** and **Internal**

Medicine. **Rainbow** has had an **Acupuncture Practice** in **Clearwater** since **1988**.

They have a **son Jeffrey**, who is a **Junior** at **Florida Southern**, where he's majoring in **Math** and **Computer Science**.

Marty and **Rainbow** enjoy **Scuba Diving** and they have dived in **Bonaire**, **Boynton Beach, FL** and they had a diving **Honeymoon** in **Maui, Hawaii**. They are also **Snow Skiers** and have skied in **Colorado**, **Utah** and **Quebec**. They are currently doing **Ballroom Dancing** in **Palm Harbor**.
Welcome to SHBC!

The pictures below are from their recent trip to Egypt...

Faluca returning to Nefertiti



King Djoser pyramid



Faluca sailing in Aswa



Rainbow on Camel



Great Pyramid of Khufu



Tomb in Valley of Kings



WELCOME NEW MEMBER: MARION RUUGE-ARONSON

By ELLEN HENDERSON

Marion Ruuge-Aronson had previously participated with SHBC on the Port Tampa Boat Tour on the Hillsboro River and the Sun & Fun Fly-In at the Lakeland Linder (International) Airport as a member of Friendship Force. She enjoyed herself so much, that she decided to join SHBC.

Marion originally sailed on a **Sunfish** with her first husband on a lake in Upstate NY. She joined **Friendship Force** to get involved in traveling. She's now retired, but she had been a Professional Designer of Children's Clothing and had also worked in Computer Graphics for Dillard's in the Advertising Dept. (She designed our Commemorative Program Flyer for our Safety Harbor Boat Club-**20th ANNIVERSARY CELEBRATION**). Marion studied Fashion Design at the Fashion Institute Technology (FIT) in NYC. She also has a degree in Computer Graphics. She grew up in Queens, NY.

Marion has lived in Florida for 25 years and she also has a home in the mountains of Tenn. Her hobbies are: Pottery, Jewel Design, Hiking and Kayaking (she wants to sign up for our Club's next Kayak Trip). Marion has been racing with SHBC has crewed on "**John Marie**" and "**Incentive**". **WELCOME TO SHBC!**

SHBC MARDI GRAS PARTY - SAVE THE DATE - Sat, Feb, 22

BY ELLEN HENDERSON; PIX ARCHIVES

Make sure to mark your calendars for the **Sat, Feb, 22** annual **SHBC MARDI GRAS/VALENTINES PARTY**. There will be a potluck MARDI GRAS/VALENTINES THEMED PARTY @ 4:00 PM. **Decorators** will show up @ 1:30 pm, so please volunteer by contacting **Ellen Henderson** by phone or text (C) (727) 238-1807. Plan to dress for the party (Red & White or Purple/Green/Gold) & bring a New Orleans type dish for the potluck. If you would like to assist **Jack & Bonnie Box**, they are the **Party Hosts** and are in charge of setting up the party supplies. **Jack** can be reached at (727) 787-0502 or **Bonnie** at (727) 510-1162 (text or phone).



SHBC BIRTHDAYS - FEB 2020

BY ELLEN HENDERSON, PIX: ARCHIVES

Congratulations to those SHBC Members, whose Birthdays fall in the Month of FEBRUARY.

Birthdays:

- 2-4 Tim Kim
- 2-9 Millie Nasta
- 2-12 Bob Meadows
- 2-15 Marc Berger <-----**
- 2-20 Barry Fox
- 2-22 Cindy Anderson
- 2-24 Jill Lunt
- 2-26 John Estok



Emily's Birthday Ride

Pix by Marion Ruuge-Aronson

Pegasus racing on Tampa Bay

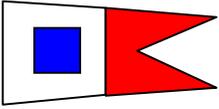


Celebrating Emily's birthday aboard the Pegasus.

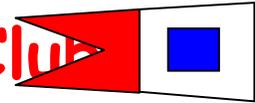


Crew getting Pegasus ready to sail





Safety Harbor Boat Club



"Promoting Safe Recreational Boating"

P.O. Box 412

Safety Harbor, Fl 34695

Website: www.safetyharborboatclub.com

Safety Harbor Boat Club Annual Schedule 2020

Meetings in Blue

Races in Red

Special Events in Green

"Come Boating with Us"

Follow Us on FACEBOOK

SafetyHarborBoatClub.com - Dates are subject to change

Club Meetings: @ Safety Harbor Library 1st Wednesday of month (except July & August).

Doors open at 6pm/meeting starts promptly at 6:30pm - **Guests welcome!**

Races: Committee & Skippers will decide if the race will take place and the course on race day.

If you wish to crew then be at the marina 60 minutes before the start of the race.

Cruises & Other Social Events: Are announced to Members as they are planned.

2020 Officers: Commodore: Mark Kanuck, 727-422-4249 (Slip Renter)

Vice Commodore: John Viverito, 727-797-5632 (Slip Renter)

Secretary: Chris Garill (Slip Renter)

Treasurer: Joan Marzi

**Meetings: First Wednesday of each month (except July-August),
In the Safety Harbor Library**

<u>Month</u>	<u>Day</u>	<u>Time</u>	<u>Event</u>	<u>Location (Lead)</u>
February:	Wednesday 5	6:30pm	Meeting	Library
	Wednesday 12	4pm	Race	Marina
	Saturday 15	10:00am	Race/Back Bay Triangle	Marina
	Thursday 2	0900am	Cotee River Cruise	SH Parking Lot
	Saturday 22	3/4pm	Mardi Gras/ Valentines Party	Marina (Ellen)
	Wednesday 26	4 pm	Race	Marina Marina

March:	Wednesday 4 6:30pm	Meeting	Library
	Saturday 7 9:30am	Bike Ride	TBA
	Wednesday 11 6pm	Race	Marina
	Saturday 21 10am	Commodore's Cup	Marina
	Saturday 21 4pm	St Paddy's Day Party	Marina
	Wednesday 25 6pm	Race	Marina
	Thursday 27 6pm	Happy Hour/Trivia	Jack Willies/ Oldsmar (Joan)
April:	Wednesday 1 6:30pm	Meeting	Library
	Saturday 3:00pm	Lakeland Linder/ Night Air Show	SH Lot on Main St (Ellen)
	Wednesday 8 6:00pm	Race	Marina
	Saturday 18 10:00am	Race	Marina
	Fri. 24-Mon. 27 TBA	Cruise Tampa/Harbor Is.	TBA (Brian)
	Wednesday 22 6:00pm	Race	Marina

Signs of coil failure

By Mikey, Source Moyer Marine, Inc.

Moyer Marine is a business that survives on supporting the Universal Atomic 4 boat engine. S/V Empire has the Atomic 4 engine, so this business is a blessing. I know this engine is rare in our marina, but sometimes there is technical information (slightly edited) that relates to other engines. If you have a diesel engine, skip to the next article. If you have any engine that uses a coil with points for the ignition system, read on. This includes the Atomic 4, cars, trucks, large riding mowers, tractors, and so on...

Signs of coil failure

Coils are in the rather small handful of parts which, by virtue of being relatively affordable and easy to change, are commonly used in "replacement therapy" (replacing parts simply because it's easier than figuring out what's really causing the problem). The goal of this newsletter is to present a list of suggestions that can assist you in determining if your coil is at risk of failure before actually having a problem, and a couple suggestions on how coils behave when failing.

Some signs that your coil may be having a problem which you can inspect for and replace before a problem emerges:

- 1) **Any noticeable dent or other mechanical damage in the outer surface of the coil would be reason for replacement.** The windings and connecting circuitry within coils are rather delicate and don't handle physical abuse very easily. Solid epoxy coils are somewhat more resistant to physical damage but not much – even a small hairline crack in an epoxy coil would be reason for replacement.
- 2) **Any oil leakage would be reason for replacement.** Metal "canister" type of coils are oil filled to aid in dissipating internal heat. Any sign of oil leakage through rust spots in the metal canister, and/or appearing at the bottom of the high voltage lug on top of the coil would be reason for replacement.

3) **In the case of internally resisted coils, less than 3.5 ohms internal primary resistance (as measured across the primary terminals) would be reason for replacement. Internal resistance of 3.6 to 4 ohms is preferred.** It's a good practice to measure internal primary coil resistance at least annually. Resistance measurements should be made at approximately the same coil temperature each time since resistance lowers slightly in colder temperatures and raises on warming temperature. Remember to remove all leads from at least one of the terminals before metering.

4) **A good induction coil should produce at least ½" to ¾" of arc.** Periodically check the strength of your secondary discharge by removing the coil lead from the middle of the distributor cap and holding it ¼" (or so) from the head while someone cranks the engine as if to start. Slowly move the coil lead further from the head until the secondary discharge drops out

5) **Coil temperature:** While it's true that heat is not a friend to electrical apparatus, good quality coils are built and tested to operate at temperatures that are considerably higher than we would normally encounter in our application. The coils in our catalog, for example, have been "life tested" for 300 hours at 250 degrees °F. **A coil being too hot to touch is therefore usually not a reliable indication that it is about to fail.**



Typical symptoms of a coil failing:

1) **"The engine fails in a very "raucous" kind of shutdown, — back firing, and abruptly stopping and starting".** This type of failure happens when the breakdown of the insulation within the internal windings reaches a critical point and a short circuit establishes between the windings within the coil and the engine block. **"In the case of coil failure, the coil may work again after it cools; but — the failure will most likely occur again as soon as the coil becomes hot".** We would add here that the shutdowns will probably occur in less time with each shutdown.

2) **Complete loss of ignition resulting in engine shutdown and/or failure to start.** This failure occurs when the internal primary circuit in the coil opens up for some reason (perhaps due to external mechanical damage). We list this possibility only in the interest of completeness. To put the likelihood of occurrence in perspective, we can only recall such a failure occurring in our troubleshooting experiences a handful of times in the past 30 years.

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SURVIVING THE PUERTO RICO EARTHQUAKES

By ELLEN HENDERSON AND PIX BY JANE GRIECO



For our Oct SHBC meetings during the last two years, our guest speaker was Jane Grieco, who along with her husband Paul, sailed their Beneteau 40', "Peace" from St. Pete to Granada and finally to Puerto Rico, where they left it "on the Hard". Jane assembled a video/still photo Presentation that encompassed their cruise that took place over a five year period, in which they left their sailboat at a new destination, then would fly home back to St. Pete for 3 months each year and then sail



for 9 months to the new islands on their adventure.

During the height of the earthquakes, Jane texted us this message: "on the Hard" in N/E Puerto Rico. The earthquakes are in the S/W, but the Marina has lost power. They left for PR by plane on Jan. 14. Stay tuned...

So Jane has agreed to come back next Oct and share their next adventures with SHBC.

RACE OF THE LONG-AWAITED WIND TO FILL IN

BY ELLEN HENDERSON, PIX: MARION RUUGE-ARONSON

On **Jan. 15**, SHBC held its first **Wed. afternoon race** of **2020**. This used to be called the "**OFR**" (**Old Fart's Race**) when **Marty H.** was our Club's Race Chair. After much deliberation both on the dock & out on the water with a VERY flat sea, the race was canceled, due to lack of wind. But this writer persistently urged the **Co-Race Chairs (John V. & Dale C.)** to be patient, as the "Cats' Paws" were starting to creep onto our course from the predictable South West. They had little faith, but I begged them to wait just a little longer for wind to fully manifest itself & "VOILA" by 4:30 pm we were surrounded by wind at 10 kts!

Three boats had ventured out: "**Incentive**", whose owner (**Linda B.**) was absent, with **Dale C.** helming and crew: **Ron P.**, **Paul M.** & brand new member and beginner sailor **Marion R-A**; "**Shibumi**" with owner **Mike H.** (←*not Mikey*) (back in SH from the hinterlands of upstate NY, where he Summers) with 2 friends and "**Pegasus**" owner **John V.** with new incoming SHBC Member & very good sailor **Greg W.** plus **moi**.



Since the wind was coming from the SW (230 degrees), **Co-Race Chair John V.** set a downwind start out toward the Imaginary Phantom Orange Mark.

It was decided that we would race this leg for 30 min., then turn in place and race to windward toward the finish line with lots of anticipated tacks.

"Pegasus" was first over the start line followed swiftly by **"Incentive"** with **"Shibumi"** tagging along part of the way, as **Mike H.** had a 6:00 pm appt., so he could do only part of the first leg. **"Pegasus"** quickly decided to go wing-on-wing. **"Incentive"** was rapidly gaining on us & did pass **"Pegasus"** about 1/3 of the way on this downwind leg. The only advantage was that we'd be a little closer to the finish line at the turnaround.

On the second, windward leg, we found surprisingly that the wind shifts were only 5-10 degrees with no persistent shifts, which is unusual for that time of the day. **"Pegasus"** started tacking to stay "inside the cone" and we were surprised that **"Incentive"** didn't immediately tack to cover. With each of our tacks, we gained more boat-length distance from **"Incentive"**. We quickly went from 5 to 10 "trees" separating us from the competition. Despite the fact that **"Pegasus"** finished first, we were only 1 min & 1 sec. ahead, so **"Incentive"** won the race on corrected time, despite their torn headsail, which we didn't know about until docking.

Dale C. hosted a fine post-race party on **"Incentive"**. Another wonderful on the water at **Safety Harbor!**

Boat For Sale Listings in the Newsletter

By Mikey

The Executive Committee asked to include listing sailboats for sale in the Newsletter. To minimize duplicate labor and prevent stale listings, I requested the following requirements be met:

- [1] I need to be notified before the 24th for each month's issue by email (or in writing).
- [2] The listing will match the same item posted on the website.

If you wish to change the website version, send me a copy in a WORD or compatible format. I will do my best to make the website match what you provide.

Remember, there is no automatic renewal for the Newsletter. I must be notified in writing **each month** to prevent stale listings.

1980 Catalina 22'

Great shape inside and out, 2014 Suzuki engine OTB, swing keel, pop top, roller furler, cushions, teak salon, alcohol cooking stove, porta potty, crisp main, two standard jibs, sleeps 4, includes trailer. \$5,500 Call Joe at 813-924-6537.



Sailboat, 1976 Pearson P28-1



S/V EMPIRE

U.S.C.G. Documented Vessel, 10 Ton Displacement
Universal **Atomic 4** 28hp Engine with [Monel](#) gas tank
Qualifies for FL Antique Vessel Tax Discount
Bottom paint and all thru-hulls + valves replaced Summer 2015

She is in good shape, only needing a few lines/sheets to feel comfortable. This is a turn-key sale. There is too much to list here, but includes drifter, jibs, spinnakers & 12' pole, wheel steering, electronics (including new-in-box Garmin ST-600s S1 Wheel Pilot w/Remote), new start and house batteries, navigation tools, engine manuals, tools, and spare parts.

View at Safety Harbor Slip #5.

NOW asking \$8,500 and will not negotiate lower offers. This is an as-is price, where as-is means it needs some new lines, the oil changed, but no major repairs necessary. I will pay all USCG Documentation and FL license transfer fees (but not taxes).

[View pictures in separate browser window here...](http://www.mikeyhelpme.com/P28-1/Empire.htm)
(<http://www.mikeyhelpme.com/P28-1/Empire.htm>)

Contact:
Mike Hembrey

DMCA Policy

Digital Millennium Copyright Act Policy

We respect the intellectual property rights of others just as we expect others to respect our rights. Pursuant to Digital Millennium Copyright Act, Title 17, United States Code, Section 512(c), a copyright owner or their agent may submit a takedown notice to us via our DMCA Agent listed below. As an internet website provider, we are entitled to claim immunity from said infringement claims pursuant to the "safe harbor" provisions of the DMCA. To submit a good faith infringement claim to us, you must submit notice to us that sets forth the following information:

Notice of Infringement – Claim

1. A physical or electronic signature of the copyright owner (or someone authorized to act on behalf of the owner);
2. Identification of the copyrighted work claimed to have been infringed;
3. Identification of the infringing material to be removed, and information reasonably sufficient to permit the Web Administrator to locate the material. Please submit the URL of the page in question to assist us in identifying the allegedly offending work;
4. Information reasonably sufficient to permit the Web Administrator to contact the complaining party including your name, physical address, email address, phone number and fax number;
5. A statement that the complaining party has a good faith belief that the use of the material is unauthorized by the copyright agent; and
6. A statement that the information in the notification is accurate, and, under penalty of perjury, that the complaining party is authorized to act on behalf of the copyright owner.

Title 17 USC §512(f) provides civil damage penalties, including costs and attorney fees, against any person who knowingly and materially misrepresents certain information in a notification of infringement under 17 USC §512©(3).

Send all takedown notices to our Web Administrator using the email link found at the bottom of multiple site pages.

The identity and information related to any copyright infringement claim will be shared with both the claimant and the alleged infringer. In no case shall the Safety Harbor Boat Club (a.k.a. SHBC), either collectively or severally, be held liable for any copyright infringement when acting as an information channel between the aggrieved parties.

Counter Notification – Restoration of Material

If you (the alleged infringer) have received a notice of material being takedown because of a copyright infringement claim, you may provide us with a counter notification in an effort to have the material in question restored to the site. Said notification must be given in writing to our DMCA Agent and must contain substantially the following elements pursuant to 17 USC Section 512(g)(3):

1. Your physical or electronic signature.
2. A description of the material that has been taken down and the original location of the material before it was taken down.
3. A statement under penalty of perjury that you have a good faith belief that the material was removed or disabled as a result of mistake or misidentification of the material to be removed or disabled.
4. Your name, address, and telephone number, and a statement that you consent to the jurisdiction of the federal district court for the judicial district in which the address is located (or if you are outside

of the United States, that you consent to jurisdiction of any judicial district in which the Web Administrator may be found), and that the you will accept service of process from the person or company who provided the original infringement notification.

5. Send your counter notice to our Web Administrator using the email link found at the bottom of multiple site pages.

Repeat Infringer Policy

We take copyright infringement very seriously. Pursuant to the repeat infringer policy requirements of the Digital Millennium Copyright Act, we maintain a list of DMCA notices from copyright holders and make a good faith effort to identify any repeat infringers. Those that violate our internal repeat infringer policy will have their material denied for posting on the SHBC website.

Modifications

We reserve the right to modify the contents of this page and its policy for handling DMCA claims at any time for any reason. It is your responsibility to review this policy, prior to submitting material, for any potential text language changes.

[Ed. Note: This document is on the website, linked from the Home page.]

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 / Newsletter Editor (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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