

S.H.B.C.

Sentinel

Oct 2014

V2N10

The S.H.B.C. Sentinel is a periodic publication containing the stories and pictures of past events. Material is provided by Club Members and Guests and rarely edited. Nothing provided here represents an official position of the Safety Harbor Boat Club.

Tribute to Connie Pope's Father (Follow-up)

From Connie Pope

Connie could not find the photo of her father until after the September Newsletter was sent out. I promised I would include it this month.....



Chill the ale, launch the boat, and pray Poseidon is in a good mood...

By Chris Garill

Poseidon,
The Mighty and Great Ruler
of the
Seas and Oceans
Bids all you who venture
upon His vast domain
to take heed, pay proper homage
and bear witness
as
Captain Chris Garill
pleads with
Poseidon
to strike the name
Sun King
a 27' Sailboat
From His Records
A Request
to
Poseidon
to add the boat's new name
to His records
will follow immediately.

This event will take place Saturday, October 25th at 4 PM
prior to our clubs 5 PM Chili Cook-off.

SHBC LABOR DAY REGATTA AND PARTY

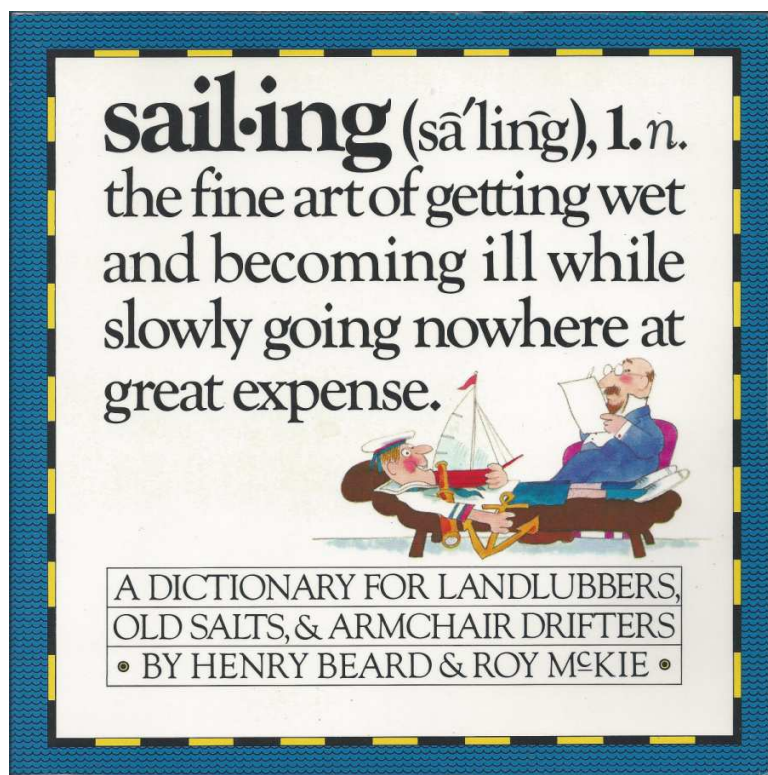
Submitted by Ellen Henderson

To quote Brian Garry, "Five boats and two collisions including four sailboats".

The first collision included "**Pretty Girl**" and "**Incentive**". "**Pretty Girl**" was on starboard tack headed for the windward (South - White) mark. "**Incentive**" (on port tack) waited too long to make a decision to tack or execute its alternate options to bear away or gybe and do a 360 to avoid the collision. "**Incentive**" tacked onto starboard tack ahead of "Pretty Girl". "**Incentive's**" helmsman wasn't sure if he had tacked before the three-boat-circle; but his strategy was that they had plenty of time to clear them as inside boat at the approaching mark. However, "**Incentive**" lost speed during the tack and "**Pretty Girl**" came down on her and they tapped side-to-side. They were both on starboard tack with "**Incentive**" being the leeward boat. "**Incentive**" rounded the mark successfully and "**Pretty Girl**" went head to wind and subsequently tacked over to port and then tacked again onto starboard to round the mark. By then, they were so far behind, that they took a DNF.

The second collision took place just before the finish between "**Amelia**" and "**Jewel Anne**". Both were very close as they were approaching the finish line. Both "**Amelia**" and "**Jewel Anne**" were on port tack. However, it was necessary for "**Jewel Anne**" to tack onto starboard or miss the finish line completely as she was heading for the right side of the finish pin outside the line. "**Jewel Anne**" did the tack successfully, and yelled "starboard" to "**Amelia**". Barry, "**Amelia's**" owner was on the foredeck and told the helmsman that they must bear off to avoid "**Jewel Anne**". Nothing happened for a few seconds, so "**Jewel Anne**" took the prudent step and did a bear-away to avoid a collision; however at that very instant "**Amelia**" also did a bear-away. The side-to-side collision resulted in a bent stanchion along "**Jewel Anne's**" starboard rail, which was later fixed and some blue paint along their rub rail.

Lessons learned:



1) Since the wind was extremely light that day, boats turned and responded much more slowly than with higher winds.
2) Always make sure the boat tacks before the 3-boat-length-circle when approaching the windward mark from port tack.

3) Make sure the competition on port has enough time to bear away before tacking onto starboard.

The Labor Day Party was great fun. There a nice turnout from the Club, plus several members' guests attended as well. The Decorating Committee consisted of Jill Lunt (who joined the Club that day), Ron P. and Ellen B. Ron also was in charge of the Food Committee, along with Connie P. and Aussie Chris. As always, Barry F. supplied all of the Party provisions and the music system.

Our next two parties will be on Sat., Oct. 11 (Commodore's Cup) and Oct. 25 (Chili Cook-off). Plan to attend these upcoming SHBC events.

SHBC RACE ON WED., SEPT. 24

Submitted by Ellen Henderson

Finally, the rains abated, so we were able to race on Wed., Sept 24. Since most of the usual suspect boat owners were either on vacation (**Barry F.** was on his cross-country road trip and **Jack M.** was visiting family in NC), **Pretty Girl** and **Sun King** were MIA. However, the stalwart crews of **Incentive** and **Pegasus** were in racing mode. **Incentive** had its usual crew of **Marty & June** plus a new racer, **Mark K.**, (who previously owned a Hunter 30' and who had raced out of Norfolk VA), who also assisted fearless boat owner **Dale C. Chris D.**, our intrepid Racing Chair and **Ellen H.** crewed for **John V.** on **Pegasus**. The wind brought us white caps, so it was crew on the rail and windward cross-wincing on the jib for **Pegasus** on the first leg to the East mark.

Pegasus tacked early in order to make the mark, while **Incentive** waited until just before the mark to tack up to it. By then, **Pegasus** had rounded the mark, did a bear-away to the South mark as **Incentive** approached them on port tack. Fortunately, **Incentive** did tack away toward the mark, so there was no collision this time.



Pegasus gybed her jib over to port and set the whisker pole. Fortuitously, **Aussie Chris** move forward of the mast just seconds before the main did an accidental gybe, due to a unexpected wind shift. Has she remained crouching under the main, it might have necessitated a trip to the hospital. Lady luck was with us on **Pegasus** and having **Dr. John V.** as our skipper is always reassuring. What was unusual was that, on the previous leg, the wind was consistently shifting from N to NE, but this shift back to N, took us all by surprise on **Pegasus**.

Incentive was now starting to gain on **Pegasus**. but just a little. It was interesting in that we were moving into pockets of warm air and of course, we would slow down, then speed up again as the air cooled. **Pegasus** rounded the South mark after a pole take

down. She was now on a fetch to the finish. Luckily, **Incentive** never caught **Pegasus**, although we knew this was her favored fast leg. On corrected time **Pegasus** beat **Incentive** by just 27 seconds to grab First Place. See detailed race results. (Below)

As usual, **Dale C.** hosted another fun post-race party on **Incentive**. It's always entertaining to hear everyone's versions of what happened during the race, i.e. the reason that **Incentive** didn't win, was that the pole-setting process got "complicated", according to their helmsman. On **Pegasus**, we felt **Aussie Chris** brought us good luck on the great weather and our fun win, as she had missed the two previous races, because of doing a boat delivery from the Key's to the Harborage Marina in St. Pete. Welcome back, **Aussie Chris**.

Racers, you will want to look forward to the upcoming Night Race, which will be held on Wed. Oct. 8 at 7:00 pm. **Aussie Chris** along with **John V.** will set lights on our fixed marks and our Commodore, **Ron P.** will provide lights for the Start-Finish marks. Night racing is always fun and it challenges your sailing skills. Plan to participate in the cooler autumn winds.

Course: Orange->White->Finish 4.23miles.

| | Finish | Elapsed | Corrected |
|---------------------|---------------|----------------|------------------|
| 1. Pegasus | 18:49:25 | 45:25 | 18:46:36 |
| 2. Incentive | 18:52:20 | 48:20 | 18:47:03 |

Z-Cleaner Product Review

By Mikey

This is a product review, sort-of. It is still a work-in-process, so pass my boat occasionally and see how it is going. Due to the August temperatures and humidity, I am only able to work in T-shirt-soaked stages. The line of cleaning will eventually reach the back of the boat, I hope.

While at West Marine looking at cleaners and waxes, a sales clerk approached me offering help. After describing I had a problem with green areas and tough black algae spots, he offered 3 sample packs of a cleaner. Each pack contained a small Mr. Clean sponge, those white ones that disintegrate as you use them, and some Z-Cleaner (<http://www.ztuffproducts.com/>) solution. Okay, we now have a test plan.

Back at the marina, I opened a pack and start scrubbing with the saturated sponge. I chose a heavily spotted area. No sense trying anywhere other than the worst case location. As expected, the sponge did not last long although it might have lasted longer had I not scrubbed on a slip-proof area. In fact, nearly the entire top of my boat is textured for traction. A Mr. Clean sponge would be a Mr. Not-A-Chance there.

The result? VERY good, as in good enough that I took the other samples back and bought a gallon of the stuff. With a dilution ratio of about 4:1 water to cleaner and a stiff brush, the solution did a pretty good job of removing nearly all the algae stains. However.....

Every review has to have a "however", right? However, when I got into the area where the sample worked a miracle, results were less than stellar. It did not take me long to figure out the sample pack had the full-strength liquid, not a dilution. Fortunately, I might have enough left in the gallon jug to go back and spot-clean full-strength on the worst areas. Unfortunately, I might not and will have to buy more. Fortunately, I can use the extra on my back porch patio deck. Unfortunately, that is another project.

Footnote: Dick G. stopped by and recommended I try something called On Off Hull & Bottom Cleaner. Google says this stuff is made by CRC, a name I know well, and is an acid (probably muriatic). Got good reviews for performance and it means a new wax job, but bad reviews for danger. Doubt if I would use it on the upper decks.

Terms of Submission:

Material may be slightly corrected for grammatical or spelling errors, but generally left as-is unless you request otherwise. Ideally, a Microsoft WORD document would be easiest to process, but we can work with text, HTML, most word processors, or Google e-mails. If you wish to submit your story or report in another word processor or document format, contact the S.H.B.C. Webmaster for discussing.

Submissions must be complete with text and images. If received after the 26th of the month, they will be held over and not included in the latest issue.

Images / photographs: If using a cell phone, please hold the phone in the horizontal (landscape) position. Otherwise, they are rotated 90 degrees at my end. Unless of course it was your intent to put them in sideways, then please let me know.

Mike Hembrey
Webmaster & Newsletter Editor
S.H.B.C.