

S.H.B.C. Sentinel

November 2017

V5N11

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 NOV.1st SHBC MEETING

BY ELLEN HENDERSON, Pix by Mr. Rand

Plan to attend our **Wed., NOV. 1st** SHBC meeting at 6:30 pm, at the Safety Harbor Library. Our guest speaker will be **Rand Scholet**, who will give a presentation on the **"Founding and Early History of the US Coast Guard"**. So, put the date on your calendar.



Brian & Phyllis Gary, proud Parents

Pix & text by Brian

Prepping for his Pappie's "Pin On" ceremony, to CAPT John B Garry JD USN, at ONI, Washington DC....this afternoon. Ugh Rha!***** John Ernesto D Garry, three months old, in his Middie Uniform...(including socks with anchors on them!)



Pix by Linda, text by Mikey.

October meeting gave us 6 new members or potential members. Yes, I can count: not shown is a girlfriend of one of these.

RECAP OF GUEST SPEAKER FROM OCTOBER 4TH SHBC MEETING

BY ELLEN HENDERSON, PIX BY LINDA BRANDT

Our October guest speaker was **John Viverito**, who is our **SHBC Racing Co-Chair**. **John** gave a presentation on the **Oct. 21** Club event, affectionately known as "**American Football On The Water: Team Racing**". **John** reviewed the pertinent basic racing rules, which applied to this event. He also outlined how the Teams will participate (See Attachment). This is a first ever event for SHBC, which emphasizes crew teamwork, strategies and tactics as well as the rules.

9:00 AM **Skippers Meeting**
10:00 AM **Event or game start**

8:00AM staff to meet to set course so 1 team is on Starboard tack the other on Port and set two "end zones" or "start finish lines" as well as the "sidelines". We will have at least 2 periods of time so each team gets to switch from either starboard team to port team (and vice – versa).

Only port team vessels may score a point for their team by crossing the starboard teams end zone line.

Please remember sailing/racing is mostly a self disciplined sport and should one go out of bounds, make an error or otherwise commit a faux pas, they need to turn around and come back into the course (safely of course).

We have enough for 2 teams:

Skipper - Vessel
John V - Pegasus

Dale C - Incentive
Gerry C - Rum Boogie
Chris G. - John Marie

Two power boats who will be helping as well, Mike Smith and Bob Sullivan.

This is an event to encourage use of sailing skills and following race sailing as well as general rules of the waterways.

THIS IS NOT A GAME OF "CHICKEN"!

Here is a synopsis of John's presentation:

As always, monitor Chanel 68 for any updates from the race (event) committee.

One team should use Chanel 69, and the other use 71 to communicate with team members.

Rule #1: THE PRIME DIRECTIVE:

Do Not collide or touch any vessel or object
on or in the water.

Rule #2: CANNOT force an opponent to the causeway or
into shallow water

Rule #3: Starboard tack boat has right of way.
Port tack boat must give way.

Rule #4: Leeward boat has right of way
(boats on same tack).

Rule #5: Should a mark be touched that vessel must
clear the area and return to the course and
continue to finish.

Rule #6: Port tack - in general port has no rights (except
when the leeward rule applies.)
Starboard tack - in general has the right of way
(except when the leeward rule applies.)

SHBC BIRTHDAYS and ANNIVERSARIES

BY ELLEN HENDERSON, PIX BY Christy & Archive

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

Birthdays:

11-4 Linda Brandt
11-10 **Christy Edwards**
11-14 Dennis McKenna
10-21 **Ann Scott**



10-23 Anna Jackson (Jack Myers' Girlfriend)

Anniversaries:

11-10 **Curt and Linda Brandt**



TOUR OF THE NATIONAL WEATHER SERVICE FACILITY-MON., DEC. 11

BY ELLEN HENDERSON

For those of you who attended our **August SHBC** monthly meeting, you heard **NOAA representative, Carl Newman** give a presentation on his **hurricane hunter** experiences. As a follow-up to this, we have been invited to a **FREE TOUR OF NOAA's NATIONAL WEATHER SERVICE** facility in **Ruskin** on **Mon., Dec. 11, 2017**. At the Aug. Meeting, 27 people signed up for the tour and 8 more have since signed up.

The tour will be at 1:00 pm & will be 1-1/2 hrs. long. We will meet at the SH Marina @11:15 am and form carpools & will leave the Marina by 11:30.

NATIONAL WEATHER SERVICE:

**Tampa Bay Area, FL
2525 14th Ave. SE
Ruskin, FL 33570
(813) 645-2323**

GPS 27.71°N 82.43°W (Elev. 10 ft.)

Call Ellen Henderson with any further questions: [\(727\) 797-9380](tel:7277979380).

UPCOMING SHBC CRUISE TO ST. PETE - Friday and Saturday December 2-3

BY Mark Kanuck, SHBC Cruise Coordinator

Mark Kanuck, our **Cruise Coordinator**, has confirmed that a block of 7 rooms have been reserved at the downtown **Ponce De Leon Hotel**(www.poncedeleonhotel.com) during the club's **cruise to St Pete, Friday and Saturday 2-3 December**.

Because it is a busy weekend in St Pete. with the boat show in town, please confirm your desire to make reservations with Mark at mjksan@gmail.com / [727-4224249](tel:727-4224249) ASAP or call Sandra at the hotel [727-550-9300](tel:727-550-9300) directly. The rooms are under "SHBC". Payment does not have to be made at this time but it's essential that reservations be made before the rooms are gone. The highest room rate is \$129. Other rooms are about \$110/night.

Reservations should be confirmed a month in advance. The hotel is one block off the waterfront, adjacent to the St Pete Municipal Marina, shops, restaurants and nightspots. If you have any questions, contact Mark.

Sentimental Sailing in the North Country

by
Mark Kanuck

PART I

It's not the Destination, its the Journey.

Ralph Waldo Emerson

Last September 2016, while Ann and I were escaping the heat of our Florida summer in Canada, New York State and Vermont, we stopped in Plattsburgh, NY, where we discovered a sailing charter service on Lake Champlain. NAVTOURS is a Canadian owned company that has bases in New York State and the Bahamas. I should probably say French Canadian since the first thing you hear when the staff answers the phone is "*Bonjour.*" Right then and there in 2016, we looked at each other and said we are definitely coming back here next year to do some cruising on Lake Champlain. And just like that, *Voila!* the rest is history.

Actually, like most adventures in sailing, it took a lot of planning, coordination, liaison, and a bit of good fortune to make this happen. For me and Ann too, this would be a bit of a sentimental journey. I lived in Burlington VT for a year 1971-1972 with my brother Robert and his family. Bob was a newly ordained minister in the Methodist Church, and his first posting after divinity school at Drew University in Madison, NJ, was a small congregation in Winooski, VT and later as assistant minister at the big First Methodist Church in downtown Burlington. His job came with a big house two blocks from the city's main drag, appropriately named Church Street. When he mentioned that his family had an extra bedroom in the parsonage and plenty of other space, I decided to take a year off after my sophomore year at Salem (MA) State College to move to Vermont, get a job and earn some money needed for my last two years in college. I was years away from learning to sail, but I grew to love the lake, the mountains and the people so much, I nearly stayed. How different my life would have been.

Fast forward to 1980. Ann and I, having both just made Lieutenant in the Navy, were stationed at Newport, RI. That's where we first learned to sail together. It was the last year when the America's Cup was run off Newport. In 1983 Dennis Conner and *Liberty* would lose the cup to Australia II. In the three years since that last defense, those cagey Aussies had perfected their super-secret "winged keel". That next summer of 1981, we rented a small 24-foot, twin keeled sailboat (boy, was that a dog), out of Mallets Bay VT, just north of Burlington, and spent five days sailing on Lake Champlain in the first week of October. The first day we sailed about 10 miles across the lake. Winds were from the south, about 15-20 knots, and it was brisk to say the least. Since this was before the advent of GPS and common sense on my part, we sailed just south of Valcour Island, heeling around 15 degrees when BANG, we slammed into a submerged ledge in the trough of a five-foot roller. Forward motion stopped immediately, and we went from 15 degrees of heel into looking absolutely straight down into black roiling water. To this day, I'm not sure exactly how I was able to un-bleat the main and let the sail fly out to starboard, righting the boat but leaving both of us pale as sheared sheep and in a mild state of shock. It would be years before I'd see the letters P, T, S, and D, strung together, but that's exactly what I was experiencing immediately thereafter. Coming inches from a tragic end to our first sailing adventure, and perhaps drowning, was an incredibly sobering experience. Nevertheless, we recovered our wits, changed my underwear and sailed on. We anchored as soon thereafter as possible in a small, protected cove on the leeward (westward) side of the island. I can't recall if we had any alcohol onboard, but we were both ready for a very stiff drink and a quiet night. We settled for the night at anchor, and it was quiet and peaceful.

If you've not been to Lake Champlain, the 6th largest lake in the United States, then you are missing a historical and scenic treat. Bounded by New York, Vermont, and Canada, the lake (and the entire surrounding area) is full of revolutionary war history. On October 11, 1776 the largest naval battle of the Revolutionary War took place in the narrows off Valcour Island. The British and Americans squared off and while the British captured or destroyed most of the American fleet, the battle was a strategic victory since it delayed the British from advancing further south, enabling the citizens of the new nation to construct further defenses that kept the British from taking control of the entire Hudson River Valley. The brilliant 35-year-old commander of the American forces, born in Norwich, Connecticut, who engineered this key victory, would, four years later, go on to accept a bribe from the British by turning over fortifications to the enemy at what is now the US Military Academy at West Point, NY. The name of that commander, Benedict Arnold, has been synonymous with the word traitor ever since.

The lake, named after the French explorer Samuel de Champlain, the first European to sail its waters, is majestically set between the Green Mountains of Vermont and the Adirondacks of New York State and ranges between a half mile to 12 miles wide and is 120 miles long. Hence, unless there is fog or a rain shower, you are never out of sight of land and no more than a head turn away from magnificent views. The body of water, being between two mountain ranges, is deep. The lake's maximum depth is 400 feet. It is not uncommon to be sailing along its rugged coast, only two or three boat lengths from shore and have 80 feet of water under your keel. Indeed, it was a relief for all of us Florida Gulf Coast sailors not to have to check the depth sounder every 5 minutes.

Our splendid companions, fellow sailors, good friends and SHBC club members, Jack and Bonnie Box, from Crystal Beach, shared in this adventure in every way possible. And we had a ball. We agreed last October to bareboat together, and we turned out to be a great foursome. Through NAVTOURS, we booked a 39-foot Jeanneau, named *Seawolf*. The boat had berthing quarters forward and aft and heads at both ends. So, there was plenty of privacy and comfort for the four of us.

On Sept 1st, we flew out of Tampa, nonstop to Harford CT. Two days before, Ann and I closed on the sale on our old home on Key Harbor Drive, in Safety Harbor, and spent a whole two nights

in our new house in the Georgetown subdivision, also in Safety Harbor. For me, it marked the end of a crazy, busy, hot six months of selling a boat, buying a boat, selling a house, downsizing (Ann prefers to call it “rightsizing”) and buying a house...a house that turned out to leak! All of us, but especially Ann and I were ready for this vacation, and it started when we pulled away from Hartford’s Bradley Airport in our rental and proceeded north through the Connecticut River Valley. We did not know it then, but it turned we had another person making the trip with us that would conspire to interrupt the peace and tranquility of the lake and the mountains. Her name was Irma.



They call this summer time in Brattleboro. See the [tall] gas heater...already on!

On our way up I-81 to our first night’s stay in White River Junction, we stopped for dinner in the picturesque (a word that I could use for most every place we visited) little southern Vermont town of Brattleboro. Sitting on the veranda at Whetstone Station overlooking the Connecticut River and the granite hills of New Hampshire, with the sun setting and wood smoke wafting through the air.....well we knew we were not in Kansas anymore. The first thing you notice about Vermont is Vermonters. They are a different sort, in a good way. People there just looked different. Perhaps it’s the pale skin of a six-week summer, the proliferation of beards on men and women already bundled up with boots, leggings and woolen ski caps, in September no less. And they all didn’t look like Bernie Sanders. But Vermonters and those who have decided to move to Vermont and get off the frenzied pace of living that seems to characterize much of America, are definitely cut from a different cloth. It was positively great just to be there, breathing in clean air and gazing into clear waters. You don’t so much visit Vermont as inhale it.



Ann watching the sunset over the Connecticut River, Brattleboro, CT.

Our first night on the way to Plattsburgh was spent in White River Junction, still on the banks of the Connecticut, in an even smaller town than Brattleboro, but a bustling place in its heyday in the late 19th and early 20th century. In those times, it was first an outpost deep in the woods, then a rail head and mill town at the confluence of several railroads taking lumber out of northern Vermont and New Hampshire to build homes in states far away. Being a history buff, I had booked us into the Hotel Coolidge. This old, 1926, steeped in history, restored hotel was actually named after President Calvin Coolidge’s father, John Calvin Coolidge, a businessman and local politician of some import. It was Coolidge’s father who

administered the oath of office to “Silent Cal” on August 23, 1923 after learning of the death of President Warren G. Harding. Harding died of a heart attack in San Francisco after serving a little over two years in the Oval Office. Anyway, the hotel was a trip. Staying there was truly stepping back in time. The wooden stairs creaked, the elevator groaned, and the floors in the bathrooms slanted about 7 degrees. All of us were a bit skittish after checking in, thinking that perhaps the motels, homogenized and faceless, right off the interstate would have been a more predictable bet. But we were on vacation by God, and not turning back now.



Silent Cal slept here White River Junction, VT



Iconic Ice Cream

The next morning day after having scones and Turkish coffee at a place two doors down, we were caffeined-up and motored to Plattsburgh, about 90 miles across the divide of the Green Mountains. On the way, we stopped and visited one of Vermont's most famous attractions. No, not Bernie Sanders' homestead. Ben and Jerry's Ice Cream Factory is located just off I-89 in the even smaller town (notice how these Vermont towns get even smaller and cozier as the trip goes on) of Waterbury. Prior to B&J's, Waterbury was known as where you got off the interstate to go to Stowe, VT, Ski *Capitol of the East*. Ben and Jerry's was a bit kitschy, but the factory tour was the real deal. Who knew that two dudes from NY City, one a dropout from med school, would take a correspondence course in ice cream making from Penn State University and start something that is now loved over 40 countries around the globe? Ben Cohen and Jerry Greenfield didn't just make ice cream, they made damn good ice cream and marketed it with an imagination and vision that fostered and captured the shift in this country beginning in the 1980's to more healthy, organic, locally based products. OK, so they eventually sold out to Unilever Inc. and made a ga-zillion dollars. But they got Unilever to agree not to muck up the product or try to make it faster or cheaper. On the 45-minute tour, we got to try a brand-new flavor. That's the way they decide which one to actually make and sell. I can't recall what the flavor was,



The hills are alive with the.....

something like champagne rose. All four of use agreed it was a winner. With the day so clear, bright, cool and cloudless, we next decided to take VT Route 100 the 12 winding miles up to Stowe and the base of Mt Mansfield, Vermont's highest peak at just over 4,300 feet. On the way Bonnie mentioned the Trapp Family Lodge was located somewhere on the road to Stowe and could we stop. Of course. With shades of ex-nun Maria (Julie Andrews) strolling through the *edelweiss* and those loveable and talented Von Trapp family kids hanging from trees, finding a manifestation of the *Sound of Music* was just a few hairpin turns away. The true life story behind the *S of M* is Baron Georg and Baroness Maria Von Trapp's decision that it was better to risk their lives and their 10 children leaving Austria from the tyrannical march of Nazism into their country than remain there and be a pawn and collaborator. From some reason, I always wondered about Georg Von Trapp being a national hero as a captain in the Austrian Navy. Last time I checked Austria was a landlocked nation. His fame grew out of his service as a submarine commander (and national hero) in the Navy during World War I. They moved to the mountains of Vermont because it reminded them of the home they left in the Tyrolean Alps. In this part of Vermont even GPS is not your best friend. After several wrong turns we were there. The Von Trapp family home is indeed an impressive place and we strolled around the flowered grounds. The views from their home were at once majestic and peaceful. Entering the front, we found that their home is now a hotel, and quite pricy. Finding that out took a bit of the charm out of the place and the story. Better to stick with the movie. At the base of Mt Mansfield, we found the gondola was running and figured since we'd probably not travel this road again, we plunked down about \$20 to take the ride that tops out at just less than 4,000 feet. It was well worth it as the pictures below tell the story...



Looking up Mt. Mansfield, Stowe, VT



Picture perfect day at 4,000 feet, Stowe, VT.

By mid-afternoon we pushed on another 30 miles to Burlington, Vermont's Queen City. We snaked into a parking place at the head of Church Street, the city's main drag that was turned into a pedestrian mall nearly 30 years ago. While driving into town, I avoided a strong inclination to drive by the old parsonage I mentioned earlier and show my fellow travelers where I had lived. I did regale them with crazy stories of my final adolescent years before turning 20 including some things that I artfully forgot when applying to the Navy's officer program some years later. (NOTE: Jack, Bonnie and Ann would not be so lucky when the opportunity for a trip down memory lane again presented itself a week later.)

Anyway, the downtown was bustling with Labor Day out of towners like us, college kids returning for the fall semester at UVM, tree huggers, shoppers and regular city dwellers out to enjoy the last gasps of summer weather. The vibe in Burlington is up-beat, rural hip, and palpable. You can feel this is a good city to be in. In fact, since I left in 1972, the entire waterfront that used to be old warehouses, rusted industrial plants and pot-holed streets had been transformed into

magnificent city residence/park that stretched a good mile. The waterfront was full of so many people: bikers, cyclists, kayakers, touch football players, Frisbee freaks, young, old, middle aged and so on. I nearly forgot the half dozen eating places (where we stopped for dinner and I got my dose of fried clams) down by the water. The other attraction is, of course, the lake; where there are two marinas teeming with both sail and power boats and the charming Lake Champlain Ferry. Actually, there are three ferry crossings of the Lake, the shorter crossings at Charlotte (pronounce by Vermonters as SHAR-LOT) and Grand Isle and the hour-long crossing of about 14 miles from Burlington to Port Kent, NY, just south of our destination in Plattsburgh. So we drove that car aboard for the ride to Port Kent and settled ourselves on the upper deck where we enjoyed both the views and the fresh air.



Dinner on Church Street in Burlington. Notice the photo bomber [girl] in the background? Clever.

Jack and I checked out the wind and took the opportunity to locate landmarks that we might be looking for when we picked up the boat the next day. If only we hadn't left the binoculars back in Safety Harbor.

The week before we left, I had finalized the sail plan for our adventure. That “plan” appears below. This was sort of the second sail I’d ever put together, the first one being when Dale Cuddeback, Barry Fox, Chris Dollin and Ann and I brought our 33’ Endeavour *Rum Line* from Fort Pierce to Clearwater in the early fall of 2014. I was confident that I’d done some pretty detailed research of the marinas on Lake Champlain, even including names of dock masters and dock hands at the various locations, not to mention including GPS coordinates. I’ve found it a good



Crossing on the Lake Champlain Ferry with the Adirondack Mountains of New York in the distance.

idea to make these plans, with full knowledge of a favorite quote of mine from General Dwight Eisenhower (who just so happened to plan the biggest military invasion in the history of the world in D-Day). In a moment of candor, Ike said something like, “Once the shooting starts, you can throw away those plans.” We could use a President like him. We docked in Port Kent late Saturday afternoon, rolled off the ferry and sped up old US route 9 to the Plattsburgh City Marina where, on Sunday, we’d meet our NAVTOURS point of contact, Elizabeth, pick up our boat in the afternoon, get out stiff and provisions stowed and cast off. The weather had turned cold and rain began to fall. It stayed that way during the night. We hunkered down in our hotel rooms for the night and dreamed of the next day, stepping aboard our 39-footer.

That’s PART II.

ITINERARY Kanuck/Box Sailing Vacation Lake Champlain Sep 1, 2017 to Sep 9, 2017

Day 1: Friday 1 Sep

-Depart Tampa via Jet Blue to Bradley Airport, Hartford (Windsor Locks, CT) , Flight 1534, Depart 1:40 PM arrive Hartford 4:33 PM

Distance Windsor Locks, CT to White River, Junction: I-81, 136 miles 2.5 Hours

Day 2: Sat 2 Sep

Lodging: Hampton Inn, 586 State Route 3, Plattsburgh, NY 12901, 518-324-1100

Events: Possible Stops at Ben and Jerry’s, Waterbury, VT Stowe VT, Burlington. VT. Ferry from Burlington to Port Kent?

Distance: White River Junction to Plattsburgh NY: 118 miles, 2.3 hours, I-89

Day 3 Sunday Sep 3: Pickup Boat. NAVTOURS, Plattsburgh City Marina, 2 Dock Street. 518-565-0883, Boarding Time 5 PM, (N 44 deg 41” 48.31” W 73 deg 26’ 26.48”), POC; Elizabeth White, 518-565-0883

Events: Shopping for provisions. Depart Plattsburgh City Marina 6 PM. Sail or motor due south to Valcour Island approx. 5 NM. Anchor in protected cove overnight. **(44 deg 37.523 N, 73 deg 25.767 W)**

Day 4: Monday Sep 4. Time permitting, explore Valcour Island.

Sail south from Valcour Island south to Willsboro Bay; approx. 16 NM

MARINA: Willsboro Bay Marina, 25 Klein Way, Willsboro, NY 518-963-7276. Monitor VHF Ch 9. Rest Rooms (Heated) Fuel, Elec, Water, PUMP OUT before 4 PM, Upper Deck Restaurant (518-963-8271). **(First Leg: 44 deg 29.414 N 73 deg 20.885 W, Second Leg 44 deg 26"144" N 73 deg 23"802"W)**, \$2.50/ft/night, POC: Dock master; Tammy, Andre

Day 5, Tuesday Sep 5. Sail south Essex NY, approx. 13 NM.

MARINA: Essex Marina, 2272 South Main Street, Essex, NY, 518-963-7222, **Monitor** Ch 9, Water, Elec, No Fuel, No Pump out, LAUNDRY. Rest rooms with Showers, WiFi. Restaurants: 3 in town. Ferry crosses lake to Charlotte, VT **(First Leg 44 deg 27.652 N, 73 deg 22.652 W, Second Leg: 44 deg 26.513 N, 73 deg 20.993 W) Third Leg 44 deg 18.716 N, 72 deg 20.058 W)**, POC: Dock master: Barry

Day 6, Wed Sep 6; Day sailing out of Essex Essex, NY.

Options: 1. Day sail with Bill and Barb Foley. (908-377-9129)

2. Day sail into southern part of lake where it narrows to 1 Mile; Split Point NY Thompsons Pt, VT approx. 7 miles. Rtn to Essex Marina

or

3. MARINA. Sail to Point Bay Marina, Charlotte, VT, 1401 Thompsons Point Road, Charlotte, VT, 802-425-2431, Approx. 5.5 NM from Essex, NY, Fuel, Water, Elec, PUMP OUT, rest rooms with showers, Ship Store, Monitor Ch 9. \$2.00/ft/night. No access to restaurants without car. **(First Leg: 44 deg 15.762N, 73 deg 18.502 W, Second Leg 44 deg 16.068 N, 73deg 17.112W)**, POC Dock master, Ray Sheppard, Judy

Day 7. Thursday, Sep 7.

Sail from Essex, NY or Point Bay Marina, VT to Burlington, VT **(44 deg 28.560 N, 73 deg 14.764 W)**

Distance: Essex, NY to Burlington: Approx. 12 NM

Point Bay Marina, Charlotte VT to Burlington: Approx. 18 NM

MARINA: Burlington Community Boathouse: Monitors CH 74. 802-865-3377, Water, PUMP-OUT, No Fuel, \$2.25/ft/night. Water, Elec, rest rooms Showers (coin operated) \$2,25/ft/night, POC: Marina Manager; James Fresitta, Erin, Katy

Events: Explore Church Street Burlington

Day 8. Friday, Sep 8. Sail/Motor return boat to Plattsburgh; **ARRIVE NLT 2 PM**

Distance: Burlington to Plattsburgh City Marina: 18 NM, (**N 44 deg 41" 48.31" W 73 deg 26' 26.48"**), POC; Elizabeth White, **518-565-0883**, Monitor CHF 74, PUMP-OUT, REFUEL,

Drive from Plattsburgh NY to Chicopee, MA, I-87, I-90, 244 miles, 3 hours 42 mins.

Lodging: Hampton Inn, 600 Memorial Drive, Chicopee, MA 413-593-1500

Day 9. Sep 9: Drive Chicopee, MA to Windsor Locks, CT 20 MI, 30 Mins

Bonnie and Jack depart Hartford to Tampa, Jet Blue Airways 12:19 PM

Ann and Mark continue to Ann's Sister's, Oxford, CT, 60 Miles, 1 hour

Remember Ike's line about plans and throwing them out, and look for Part II of the Kanuck/Box Lake Champlain Adventure in next month's *Sentine!*

FINALLY, THE GOOD WINDS OF OCT. SHBC RACE - 2017

BY ELLEN HENDERSON

On Wed. October 11 some potential crew members assembled onto the three sailboats that were planning to race:

"John Marie": Chris Garrill + Clarence Noles

"Incentive": Dale Cuddeback, Linda Brandt, Emily Wagner & new SHBC Member Dennis McKenna

"Pegasus": John Viverito, Ellen Henderson & new SHBC Member Adam Fitzgerald

"John Marie" motored out of the SH Marina first, followed by "Incentive".

"Pegasus" was the **Race Committee**, so we set the start line at a 90-degree angle to the wind. During the countdown for the start "John Marie" announced that they were dropping out, as their jib had just shredded. Upon reflection, they decided to race, as the tear was just along the sacrificial strip. This turned out to be a good decision, because the course (Orange, White, Finish) entailed virtually no tacking, thus "John Marie" wouldn't have to worry about further tearing their jib.

Since the wind was coming from the N/E (wind direction of 75 degrees) with nice breezes of 8-10 kts., the first leg was a fetch, starting at 6:10:00. This leg was led by "Pegasus", followed by

"Incentive", at about 15-20 boat lengths behind. Also **"Incentive"** wasn't able to point that high, so they were also about 4-5 boat lengths below us.

By 6:30 pm **"Pegasus"** was still in the lead; **"Incentive"** was in 2nd place, with **"John Marie"** 11:04 min behind the lead boat. Leg # 2 was a Port and aft Reach, while **"Incentive"** went wing-on-wing.

We celebrated our post-race party on Dale's boat, **"Incentive"**, where we all had an opportunity to re-race the course with embellishments.

The following are the raw, un-calculated race results:

Start Time: 6:10:00. **Wind Direction** 75 degrees @ 8-10 kts.

<u>Vessel</u>	<u>Crew</u>	<u>Finish Time</u>	<u>Elapsed Time</u>
1) Pegasus	3	6:59:43	0:49:43
2) Jewell Anne	2	7:19:13	1:09:13
3) Incentive	4	7:21:58	1:11:58

Thimble Splice, How To...

By Mikey

If you get the Boat US magazine, because you joined Boat US, you probably already saw this article. For the benefit of the rest, I have scanned a couple of pages and included them here.

To be honest, I have only seen one application where I could use the Thimble Splice. If you check out my rear dock lines, you will see them attached. It allows my rear lines to slide up and down as the tide goes in and out. A product called Tide Minders does the same thing, but this is a heck of a lot cheaper!!!

PRACTICAL BOATER

82 | Eye splice 84 | Perfect pivot 86 | Replace a bilge pump 88 | Float switch swap

This is what a tidy thimble splice should look like when you're finished.



Thimble splice

This is the best way to finish the end of a line that's going to be subjected to wear. Here's how to do it

ARTICLE & PHOTOS BY MARK CORKE

DIFFICULTY

Moderate

MATERIALS

- >> Whipping twine
- >> Masking tape

TOOLS

- >> Knife
- >> Scissors
- >> Lighter
- >> Fid

TIME

15 minutes

COST Nothing, if you already have the line, thimble, materials, and tools

Spliced eyes in the ends of lines are useful for a variety of purposes around the boat. Ideal for making a permanent loop in the end of a line, they're both neater and stronger than a knot and look far more seamanlike. Adding in a "thimble," a plastic or metal reinforcement, to the loop, reduces chafe and spreads the load on the line. A thimble will often be used for mooring pennants and anchor rode where a length of nylon line attaches to a chain with a shackle.

Jargon buster

LINE: The correct name for any rope used on a boat. By tradition, one of the only "ropes" on a boat is bell rope. Everything else is more properly referred to as "line." Even so, the terms "line" and "rope" are often used interchangeably.

FID: A specialty tool that holds braided line open to assist the creation of a splice

WORKING END: The part of the line that is worked with to form any knot or splice

STANDING PART: Part of the line onto which the working end is attached to form any knot or splice

LAY: The direction that the individual strands are twisted to make up the line

1. Use some whipping twine to tightly tie around the line a distance at least five times the diameter of the thimble from the end of the line. The twine will prevent the line from becoming unraveled as you work the splice. (Note: The line I'm using has a red thread in it. Don't confuse this with the red whipping twine.)



Visit BoatUS.com/Splice-Rope to learn more about splicing, and view a video of this technique.

YOUR GUIDE TO PROJECTS, SKILL BUILDING + WHAT'S NEW

94 | Inspect gas fuel systems 98 | Ask the experts 102 | Seaworthy

2. Unlay the three separate strands of the line back to the whipping. Tape the ends of each of the three strands with masking tape to keep them together and to make the line easier to splice. Some folks burn the ends of the strands to stop them coming unraveled; I prefer not to do this because it creates a hard spot that makes forming the tucks difficult.


3. Getting started is the hardest part. Line up the whipping twine with the closed end of the thimble, as shown.

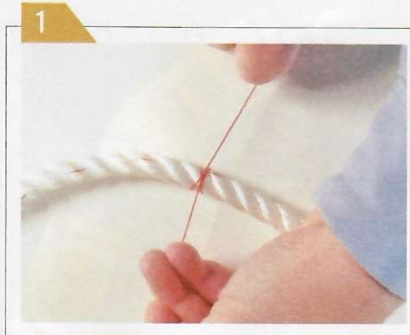
4. Holding the line snug and tight between thumb and finger, grab the strand closest to the top and work this under the strand immediately opposing it on the other side of the thimble.

5. Turn over the line and thimble, being careful to hold the line in place. Using the strand closest to the thimble, thread this second strand under its immediately adjacent neighbor on the standing part, remembering that the tucks go against the direction of the lay.

6. Tuck in the third strand between the two you just completed in the previous steps. A fid sometimes helps to open up the line if it's tight.

7. Making sure that the thimble is tight within the eye you just formed, continue making alternate under-and-over tucks in all three strands, pulling each one tight as you go.

8. Keep going until you have at least five tucks, then trim back the ends with a pair of scissors or sharp knife. Carefully trim off the temporary whipping you installed earlier, but be careful not to cut the underlying line. Although not essential, a final step is to seal the ends of the cuts with a lighter. 



The opening size of the thimble is dictated by the line diameter. Thimbles are sized according to the diameter of the line with which they'll be used. A thimble that is incorrectly sized will work its way loose.

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 26th 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
S.H.B.C. Copyright 2013-2017.