



S.H.B.C. Sentinel

V5N3

March 2017

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.

NEED DECORATORS FOR SHBC ST. PATTY'S DAY PARTY

By Ellen Henderson

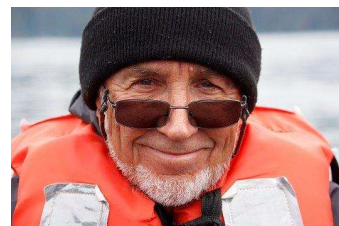
Our annual SHBC ST. PATTY'S DAY PARTY will be held on Sat. March 18. We're again heading up the Decorating Committee. It's always a lot of fun to transform the Pavilion into a "sea of green & white decorations" to help celebrate our Club's biggest annual event. A few regulars will be helping, but we need more helpers.

You'll need to be at the SH Marina Pavilion by 2:00 pm to get started. We should be finished between 3:00-3:30 pm. It's a very easy task: setting up plastic table cloths, putting green streamers around the Pavilion's 12 support poles, hanging both decorations & blowing up & hanging a few balloons. We already have all the supplies ready to go. Just call Ellen Henderson @ (727) 797- 9380, if you would like to help.

GUEST SPEAKER FOR MAR. 1st SHBC MEETING

BY ELLEN HENDERSON, Pix by Selfie

Plan to attend our Wed., MAR. 1st, SHBC meeting at 6:30 pm, at the Safety Harbor Library. Our guest speaker will be **Mike Negley**, who was a previous speaker from the **Coast Guard Auxiliary**. **Mike** is a Licensed Sailboat **Captain** and his presentation will be on **"Sailing in the Caribbean"**.



VON TAYLOR MEMORIAL AWARD PRESENTED TO BETTY TAYLOR & FAMILY

BY ELLEN HENDERSON, Pix by Linda

Von Taylor, as most of you know, had passed away from a heart attack on Nov. 22, 2016. **Von** was one of the good guys, always polite and respectful. I do not know if he was a Charter Member of the boat club, but he has been attending meetings for as long as I can remember. He was also a Navy Veteran, as well as a **past SHBC Commodore** and most recently was **Club Facebook Manager**. **Von's wife Betty**, his **daughter Laurie Kemp & Son-In-Law Wayne Kemp**, and **son Von Taylor, Jr.** were in attendance at the February 1st **SHBC** meeting to receive the **VON TAYLOR MEMORIAL AWARD**, which was the framed **Commodore's Burgee** that **Von** had received when he was **Commodore**.



RECAP OF GUEST SPEAKER FROM THE FEB. 1ST SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON, Pix by Linda

Our guest speaker was Keith Law who gave a presentation on "The Real Pirates of the Caribbean (Not Your Disney Pirates)". Keith returned to SHBC, as he was a most interesting speaker a few months ago, about "Captain Bligh" of the infamous "Mutiny on The Bounty". Keith started his talk detailing how in 1494 Alexander VI of Spain sent his sailors looking for booty from the new world. In 1513 the Spaniards discovered silver in Peru, Bolivia and Mexico. Hence, the term "Pieces of Eight". The Spanish trade system trolled the East coast of Florida, while the Caribbean was plundered by the English, Dutch, French and Danish from 1650-1700. Buccaneers were in Haiti and the Dominican Republic.



Sir Henry Morgan commanded over 100 ships between 1635-1688. A Privateer was licensed to attach whoever their country was at war with. Morgan later became Lt. Governor of Jamaica.

Next came "Blackbeard", aka Edward Teach. It was Queen Anne's revenge in 1718 when he blockaded Charleston, SC for six days. "Blackbeard" exemplified how pirates were terrifying looking, although they rarely fought. Their menacing affected the merchant ship crews, who usually gave their supplies to the pirates.



The most successful of all pirates was Bartholomew Roberts, who captured 300 ships off of Newfoundland and North Africa. He was later hung.

Among the more famous pirates was Calico Jack. The ladies had their place among pirates in Anne Bonney and Mary Read, who were both pregnant, thus being saved from the gallows.



SHBC BIRTHDAYS

BY ELLEN HENDERSON, Pix by Brian G

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

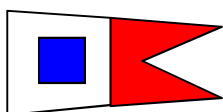
Birthdays:

3-17 Brenda P.
3-24 Brian G.
3-26 Paula T.



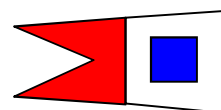
Anniversaries

3-18 Joe and Alice R.



Safety Harbor Boat Club

SafetyHarborBoatClub.com



2017 Calendar of Events

Club Meetings* @ Safety Harbor Library 1st Wednesday of month, 6:30 pm – Guests welcome

Races** Start from Safety Harbor Marina – Full Race Schedule is published quarterly on the Marina Notice Board/Website – If you wish to crew be at the marina 45 minutes before the start

Cruises to be announced to existing SHBC Members as they are planned
Dates are subject to change

January

1-11 Race – 4 pm
1-15 Change of Watch Party – 1 pm
1-21 Race – 10 am

July ** No Wednesday Races

7-4 Independence Day Picnic - TBA
Dock Party
Fun Wednesday –Date/ Activity - TBA

1-25 Race – 4 pm

February

2-8 Race – 4 pm

2-11 Race -10 am

2-11 Valentines Day/Mardi Gras Picnic – 4 pm

2-18 Back Bay Triangle Race – 10 am

Dock Party

2-22 Race – 4 pm

March

3-4 Race – 10 am

3-8 Race – 4 pm

3-18 Race – 10 am

3-18 St. Patrick's Day Picnic – 4 pm

3-22 Race – 6 pm

3-25 Bike Ride – TBA

April

4-8 Full Moon Raft Up – TBA

4-12 Race – 6 pm

4-22 Race – 10 am

4-26 Race – 6 pm

May

5-6 Race – 10 am

5-10 Full Moon Race – 7:30 pm

5-20 Race – 10 am

5-24 Race – 6 pm

5-29 Steve Doherty Mem. Race – 10 am

5-29 Memorial Day Picnic – 4 pm

June * No Club Meeting

6-10 Philippe Park Picnic – 4 pm

6-14 Race – 6 pm

6-28 Race – 6 pm

August ** No Wednesday Races

Fun Wednesday – Date/Activity - TBA

September

9-4 Race - 10 am

9-4 Labor Day Picnic – 4 pm

9-13 Race – 6 pm

9-27 Race – 6 pm

October

10-11 Race – 6 pm

10-25 Race - 6 pm

10-28 Halloween/ Chilly Cook Off – 4 pm

November

11-8 Race - 4 pm

11-18 Race - Commodore's Cup – TBA

Dock Party

11-29 Race – 4 pm

December

12-13 Race – 4 pm

Island Nautical Flea Market

By Joseph Renedes

I saw an article that might be of interest to the members:

Island Nautical Flea Market, St Pete, March 25th.

Space available for sellers. Shop or sell your stuff or just browse.

JSI parking lot at
2233 3rd Ave S. St Pete.
8am to noon.

Call DeAnn to reserve space at [727-577-3220](tel:727-577-3220)

St. Patty's Day Race and Party March 18th

By Ed Malek

Ahoy SHBC members and families,

The Annual St. Patty's Day Race and Party are coming up on March 18th this year.

The Race will commence at 10 AM sharp and the winning skipper and crew will be awarded a special prize.

The Party will start at 4 PM and this is one you won't want to miss. Bring your appetites and enjoy the best corn beef and cabbage dinner this side of Ireland. It will be catered by Southern Hospitalities, a local Safety Harbor caterer who catered last year's St Patty's event. It was awesome. The cost will be \$10 per member and family members. Please RSVP no later than March 15th. After that date the cost will increase to \$13. Also, the \$13 will apply to any guest you invite limited to four guests per member.

We will need volunteers to help decorate and set up. Contact Ellen Henderson if you would like to volunteer. E-mail Ellen at <[ellenmaehenderson AT hotmail](mailto:ellenmaehenderson@hotmail.com)>

There will be games and prizes and fun galore so get those RSVP's sent in on time and I will see you all there.

New Members: Diane and Chuck Stebbins

By Skip Meadows

Our newest members, Diane and Chuck Stebbins jumped right in and decorated the marina beautifully along with Ellen and others for our Valentine/Gasparilla Party.

Bob and I had mixed feelings when they moved to their beautiful home on top of the Main St. hill from their "home of the Clearwater Yacht Club Christmas Boat Parade party" on Island Estates because we lost our fabulous viewing spot! Just kidding, Diane! They are wonderful people and a great addition to the boat club. They kept their membership in the Island Estates Yacht Club as well as Countryside CC because they really enjoy their friends. The Stebbins' daughter Leslie and family live in TX and son David and family live in CA and they get together often.

Although Diane and Chuck are currently boatless, they thoroughly enjoyed 20 years of cruising and bareboating along the west coast of Florida in their 35' Island Packet and then their 40' Mainship. They are avid bridge players and always enjoy the social aspect of like-minded friends. They are eager to try racing when any of you need extra crew members so don't hesitate to give them a call.

BOTTOM PAINT

by Ted O'Brien, Pix by Internet

If you have a boat, you have gone through the bottom paint ritual. We lived in New Jersey with our Ericson 27 and faithfully every year or so did the bottom in Trinidad paint that held up well. We took our boat to Bermuda where we lived for seven years. Never had to paint the bottom. Unreal.

Sold boat, moved to Florida, and bought a Cape Dory 25 D. I was introduced again to the bottom paint ritual using Trinidad. I cleaned monthly as did all my neighbors. I was told to use an ablative paint, since it would last longer. Not true; after 5 months, I started having to have the bottom cleaned.



No matter what I did, I needed the cleaning. Why could I have gone so long in Bermuda with no cleaning? The bottom cleaning person explained to me that we have the warmest waters around; most polluted by phosphates, which leads to an unbeatable combination for algae bloom and a life time relationship with your bottom cleaner.

2ND Annual Mardi Gras/Valentine's Day Potluck Party

By Ellen Henderson, Pix by SHBC Camera



The 2ND Annual **Mardi Gras/Valentine's Day** Potluck Party was a big success, even though it was cold and windy. **Ellen H's** decorating team did an outstanding job on the three pavilions (2 were decorated in the **Mardi Gras** theme and the 3rd commemorated **Valentine's Day**) at Safety Harbor Marina. Those who dressed up in either **Mardi Gras/Valentine's Day** costumes were: **Sherry and Mike Duffy, Brian & Phyllis Garry, Christy Edwards & Tom Potter, and Ellen H.** There

was an abundance of food. 20+ people came and some even brought family members. Everyone participated in the games, in which **Tom Potter (Christy Edwards' hubby)** won the "coin" toss in the antique "Spittoon" with the most hits. Tom's many winters of playing softball as a "snowbird" in a St. Pete League really paid off. Several members attempted to score big in the Club's over-sized Jenga game, but we heard lots of crashes from their table.





New SHBC Member, **Alice Rezendes** won the 50/50. **Ed M.** was the MC for the party.

One boat entered the non-race. "**Amelia**" won, skippered by guest helmsman **Joe Rezendes** and crewed by owner-**Barry F.**, **Clarence Noles** and **Ellen H.** A good time was had by all! Many thanks are extended to our

Decorating Committee: **Joe Kelley, Dianne and Chuck Stebbins, Millie Nasta, John Estok and Ellen Henderson.** **Ted O'Brien** headed up the **Clean-up Committee** and most everyone at the party helped tear down the decorations as darkness descended on the Pavilion.



Back Bay Triangle Regatta - Sat Feb 18th

BY ELLEN HENDERSON, Pix by Linda aboard S/V John Marie

The Back Bay Triangle Race took place Saturday, Feb. 18, with a scheduled 10am start. Since the SH Marina was closed this weekend for the annual San Genaro Italian Festival, there was no parking along Veterans Blvd. It was decided that the Club wouldn't be grilling hot dogs, as it would be too difficult to get the stuff down to the marina. The course was given at the skipper's meeting, held at 9.30am near the Club's dock box.

SHBC's Co-Race Chairs Chris Dollin and John Viverito decided that the fleet would go out to the temporary marks, dropped the day before by the crew on "**Shibumi**": owner, **Mike Hornbuckle**, crew **Barry Fox** and **Chris Garrill**. To provide a longer than usual course, the marks were set at the big bridge and little bridge along the Courtney Campbell Causeway, then back to the start-finish line, creating a triangle, covering a distance of **6.48 nautical miles**, all with starboard roundings.

At this special, annual event, a perpetual trophy was up for grabs, so five boats showed up to compete. The fleet jockeyed for line position from opposite ends with the majority opting to start on port tack, while two boats saw the wind shift just before the gun and headed for the starboard-right pin end, led by **John V's "Pegasus"** with crew **Ellen H**, who were first over the line, followed by solo sailor **Gerry Corbino's "Rumboogie"**.

There was a bit of a dust up among the boats on port tack and **"Amelia's" Barry F.** with crew **Clarence Noles** and **Jack Meyers** decided to protest **"Wanderlust"** for barging near the port pin. According to Barry, **"Wanderlust"** would not give way, necessitating **"Amelia's"** having to duck them.

Back on the course, **"Rumboogie"** quickly pulled ahead of the fleet in the beginning of white cap seas. This was her kind of wind. Meanwhile, **"Pegasus's"** outboard motor was dragging behind in the down position, slowing us down. The rest of the fleet were overtaking us, so we waited until **"Shibumi"** with owner, **Mike H.**, with guest helmswoman **Chris D.** and crew **Lisa Lanza** were passing us to windward, blanketing our wind, so that **John V.** was able to climb aft to pull up his outboard without upsetting his boat's balance.

"Wanderlust", with helmsman **Roof D.** and crew, co-owner **Ron P., Ed Malek, Joan Marzi,** and **Suzanne Boohar** was now solidly in second place going to weather on this longest leg. **"Shibumi"** was in third place, followed by **"John Marie"**, with guest helmsman **Dale C.,** owner **Chris G.** and crew, **Club Photographer Linda Brandt.**

With her outboard no longer dragging the boat, **"Pegasus"** started slowly catching up with the group, while **"Amelia's"** dirty bottom kept her in fifth place. The fleet was followed by **Patrick W.'s "Suncatcher"**, with his daughter **Patty** and new Club Member **Chrystal Anders** aboard, who were out for a sail, just following the pack.

Even though **"Rumboogie"** overstood the **Big Bridge** temporary mark, she was still first to round it, which helped us all reduce her lead by a little. With the steady wind shifts, we got to tack three times, while approaching this mark.

The second leg was pretty much a parade with beam and slightly forward winds. Again **"Rumboogie"** has some difficulty finding the second mark near the little bridge, assisting the rest of our positions.

Things changed a lot during the last leg. The 2nd, 3rd, and 4th place boats all fiddled with their poles attempting to go wing-on-wing, which unfortunately, necessitated sailing East of the rum line toward the finish. Only **"John Marie"** seemed to have any positive effect as she started to pass both **"Shibumi"** and **"Wanderlust"** for second place.

"Rumboogie" blithely stayed ahead of the fleet to easily finish in first place.

Meanwhile, we on **"Pegasus"** observed this before the second mark rounding and after having pulled up our centerboard, easing the main halyard, vang and the main outhaul, we set the pole on the leeward side on a very broad starboard reach and also shifted our weight. **"Pegasus"** started to fly and very quietly snuck past the group ahead, to finish in second place, just a few seconds ahead of **"John Marie"**, **"Shibumi"** and **"Wanderlust"**, who announced they were now doing their penalty turn (way too late).

Since **"Amelia"** was in last place, they picked up each of the dropped marks as they rounded them.

Dale C. hosted the post-race party aboard **"Incentive"**. Fortunately, we were all either under his Bimini or down below, as it rained for most of the party. Everyone either brought their own lunch

or bought it from one of the many Italian food vendors along Veterans Blvd.

Gerry Corbino's "Rumboogie" accepted the perpetual trophy as the winner of the Back Bay Triangle Regatta. Barry F. offered to have the plaque engraved so that the trophy could be properly re-awarded to Gerry C. at our March 1st SHBC Meeting.

Pegasus and Rumboogie



Wanderlust



Rumboogie and Shibumi



All three pictures are Pegasus and Rumboogie



Rumboogie, Pegasus, Shibumi



Rumboogie, Pegasus, Shibumi



Pegasus, Shibumi



All three pictures are Wanderlust



Back Bay Triangle Race

By Clarence Noles

A light turnout on this Wednesday afternoon as some boats were out of commission and others were saving themselves and getting psyched up for Saturday's Back Bay Triangle Race. Amelia and Shibumi were the only competing boats while Pegasus served as committee boat due to a

stuck centerboard. A short course was set from start to white marker and back to start since we only had two boats racing and the committee boat would have to wait on us.

Amelia (with Capt. Barry Fox and crew Clarence Noles) and Shibumi (with Capt. Mike and Aussie Chris) got off to an even start and were pretty much neck and neck until the marker, which everyone had trouble pinpointing because no one had any electronic navigational equipment on board. Capt. Fox spotted the marker first and decided to pull a sneak surprise tack to gain the advantage and the lead. It worked! We tacked while Shibumi was still looking for the marker. This brilliant maneuver not only gave Amelia the lead but also seemed to throw the crew of Shibumi into a state of utter confusion and demoralization from which they never completely recovered. Shibumi closed the lead at the end but Amelia won the race by several boat lengths. It was a great day on the water and an exciting return to the water for Capt. Mike and his boat after a long absence. Welcome back Capt. Mike.

ST. PETE CLASSIC BOAT RACE/PARTY

BY ELLEN HENDERSON

One boatload of crew from Safety Harbor Boat Club -aboard "Michele", an O'Day 302 participated in the 8th ANNUAL ST. PETE CLASSIC BOAT RACE/PARTY run by the St Pete Sailing Association and the St. Pete Yacht Club on Jan 9th.

This was the 2nd year that we were campaigning "Michele". On Fri, the day before the race, SHBC Members: Kathy Walker and Ellen H. were joined by Susan Jenson and the boat's Navigator/Mechanic, Matt Hanley to deliver the boat from her home slip at Little Bayou, just south of Coquina Key. "Michele's" owner, Monique Descent ducked out of work and met us to help provision her boat for the weekend with crew lunches, snacks and lots of water and wine. We had a sailing adventure just to get to the St. Pete YC docks on Friday, the



day before the race. The wind was blowing nicely and it was on a rising tide, so Matt decided to take a short cut, which entailed heading directly N after leaving the Bayou and hugging the shore in the appropriate channel. With his eagle eyes on "Michele's" depth sounder and chart plotter, we had to slow down only once to tiptoe through a skinny water section. It worked

and we were able to cut our delivery time by one hour, bringing our total transit time to only 1-1/2 hrs.



Since a number of boats were elsewhere, Gasparilla, etc., the total fleet was down to 27 boats this year. Our True Cruising Fleet was the largest with 13 boats separated into A & B Divisions.

The Skippers Meeting was held at the St. Pete Sailing Center at Demens Landing on the morning of the race, where we learned that the entire True Cruising Fleet would be starting together, although there would two sets of trophies for the A & B Divisions.

At the race start the winds were good. Eleven of the thirteen boats opted to start on starboard



tack. However, two boats came roaring down the line on port tack. We on "Michele" yelled "starboard" loud and clear, but neither boat would move, so we had to tack at the last moment to avoid being t-boned. The boat to our windward headed up just enough, so as to not hit the Committee Boat to their

starboard. "Michele" also headed up to avoid a collision, so we continued on port tack over the line.



The entire fleet finished before the 2:00 pm deadline, while we were done by 12:30 pm, so we decided to take "Michele" home with our entire crew aboard: owner, Monique Descent, helmsman John Viverito, tactician Ellen H, navigator Matt H, crew; Christy Edwards and Suzanne Bohaar, were also on this crew last year. We returned in plenty of time to enjoy the St. Pete YC's downstairs bar before the awards banquet. This is where we discovered that the boat that mostly fouled us was named "Last Tango", who received Third Place trophy in Division A, while we were Fourth Place in Division B.



After the presentation, we spoke with their owner and crew, who profusely apologized for having fouled us at the start. When their skipper asked what he could do to make it up to us, our boat owner said he could give us his trophy, which he did.

So SHBC didn't officially win any trophies this year - but a fun time was had by all. SPYC provided a keg of beer on the dock after the race, and the evening award dinner in the SPYC was superb.

POST MORTEM: After much discussion with some of our crew, the following observations were made: At the start, had the two port boats not been there, we wouldn't have had to tack. Thus, remaining on starboard, we might have sailed a shorter course to the first mark and might have trophied, but it's all speculation.

JACK YOURA'S SAILING ADVENTURES

BY ELLEN HENDERSON

We recently heard from SHBC Member, Jack Youra, who said he is sitting in Georgetown, ready to sail to the Turks in Dr, PortaRico, will be flying home for a short period to have knee and hip looked at.

THE RACE OF MANY RESCUES - SAT., JAN. 21, 2017

BY ELLEN HENDERSON, Pix by Chrystal Anders

After a time-delay, when we discovered that **Dale Cuddeback's "Incentive's"** inboard engine was having problems, **Dale, "Lady" Chris Dollin (Racing Co-Chair and guest helmswoman), Ellen H. and John V. (Racing Co-Chair)** all piled onto **John's 21' Precision, "Pegasus"**. As we surmised we needed the "rail meat" with the impending high winds.

Meanwhile, competitors: **"Wanderlust"** had guest helmsman **Marty H.** along with **June H.** and Co-owners **Ron P.** and **Roof D.** loaded up their Pierson, while aboard **"Amelia"** there were only owner, **Barry F.** and crew **Clarence Noles.** Lastly, we waited for **Jack M.** **"Jewell Anne"** and crew: **Comm., Joanie Marzi** and **Vice Comm. Ed Malek** as they limped out of the SH Marina after they had experienced outboard problems.

"Pegasus's" crew dropped the start-finish line marks after **John V.** had decided, that since the winds were from the South, we would have a windward start, heading South to round the White Mark, then on to the NE Orange Mark and then Finish all with port rounding. Since we had a long wait for **"Jewell Anne"** to come out to the race course and raise her sails, the fleet had plenty of time to practice jockeying for line honors during the impending start. **"Wanderlust"** and **"Amelia"** were ahead just before the start, but **"Wanderlust"** wasn't going to make it over the line before the end of the S-F Line, so **Marty** tacked onto Port right in front of **"Pegasus"**, necessitating lots of yelling of **"Starboard"** from **"Pegasus's"** crew, since we were on Starboard and had to duck **"Wanderlust"** in order not to hit them. Dutifully, **"Wanderlust"** did her 360 degree turn, taking them from 1st to 3rd place right after the start.

"Wanderlust" and **"Amelia"** immediately went south, while **"Pegasus"** chose to head east and **"Jewell Anne"** was pulling up the rear. **"Amelia"** crossed tacks with **"Pegasus"** as did **"Wanderlust"**. Since we on **"Pegasus"** "couldn't see the **South Mark**, we decided to tack onto Port in order to stay within the "cone". We were now crossing tacks with our competitors and were getting lifted while they were presumably getting headed.

We jockeyed for inside position at the South White Mark, but **"Wanderlust"** squeaked by, rounding the mark just 12 seconds ahead of **"Pegasus"**. On the second leg, we had eased off sails for a very broad reach after raising **"Pegasus's"** centerboard. We started to gain on **"Wanderlust"**, but they slithered away ahead of us. Now, we were having to contend with **"Amelia"**, who were inching up toward our rear, so we kept heading up above course to increase our speed and break the connection. **"Amelia"** finally pushed us up enough that they were able to duck below us, but they were not able to get ahead.

At the second mark rounding (Orange Mark) **"Wanderlust"** was first around increasing their lead to just 19 seconds ahead of **"Pegasus"**. **"Jewell Anne"** had finally rounded the first mark and they were nearly 13 minutes behind the pack.

During the last leg **"Jewell Anne"** announced that they were dropping out of the race. So, our fleet was reduced to three boats. Since the wind was shifting with about a 20-degree range, we went from beam reaching to going to weather on a close reach trying to overtake **"Wanderlust"**, but to no avail, as she kept heading up to skunk us. **"Wanderlust"** "finished first in place, just over one minute ahead of **"Pegasus"**, so we believe we finished first on corrected time. **"Wanderlust"** was second and **"Amelia"** was third.

Now the real fun began. While we on **"Pegasus"** were putting away sails and **"Wanderlust"** was picking the Start-Finish Marks, **"Jewell Anne"** was attempting to motor-sailing up the short channel. The winds had picked up to consistent white caps and she immediately was blown to the very shallow area north of the Channel aground on her centerboard, when her tiller broke. When **"Amelia"** tried to tow her, she too was blown aground. **"Amelia"** gave up and **"Jewell Anne"**

put out their anchor after raising their centerboard. So next **"Pegasus"** attempted to rescue **"Jewell Anne"**. The winds were increasing and we, too were aground. Fortunately, two different power boats pulled off both **"Jewell Anne"** and **"Pegasus"**, who now also had engine problems, while **"Amelia"** was able to find deeper water on her own.

Editor's Note: This reminded of the old Keystone Kops movies, and I could not really associate the photos with the action. Therefore, I present them in no particular order for you to sort out...



You do know that channel marker should be BEHIND the boat, right? Maybe he could lasso the post and kedge out of the mud.



"Wanderlust" thankfully got into her slip with no problems, while, after being released by the powerboat, we flew by **"Pegasus's"** slip with no control. We observed good Samaritans: Tom Nurse (from **"Cloud Nine"**), Dick Greenhalgh (**"Island Girl"**), Chris Garill (**"John Marie"**) and Ron Poirson (**"Wanderlust"**) came running down the middle dock to assist **"Pegasus's"** return to her proper slip without hitting the seawall or another docked boat. It entailed two guys guiding the bow and two for the stern, as they jumped from boat to boat pulling **"Pegasus"** backwards, then turning her in the ever-increasing winds. The foursome struggled and finally was able to pull **"Pegasus"** around and head her bow into her slip without a scratch. What a crack Team! Bravo!

We celebrated the day on Dale's "Incentive with a party til mid-afternoon. Hopefully all will have their engine's repaired before our next Wed. race.

THE RACE OF MANY CHANGES - WED., JAN. 25, 2017

BY ELLEN HENDERSON

Since 3 SHBC boats were out of commission, due to engine problems &/or work commitments, only **"Wanderlust"** with **Capt. Ron P.** and guest crew **Susan Jenson** and **Suzanne Boohar**, plus **"Amelia"** with **Capt. Barry F.** and SHBC crew **Chris Dollin (Co-Race Chair)** and **Ellen H.** ventured out into the blustery winds on **WED., JAN. 25** for the 4:00 pm start on a rising tide.

2017-01-26	Thu	4:35 PM EST	1.4 feet	High Tide
2017-01-26	Thu	6:06 PM EST	Sunset	

Since the winds preceded the anticipated front moving through our area, they were strong and coming from the South, we set the Start-Finish Marks so that the line was square with the wind for an interesting start. **Capt. Ron** chose to start from the port pin on Port tack, while guest starting helmswoman, **Chris Dollin** played it safe on Starboard tack from the right side.

"Wanderlust" had to duck us, allowing **"Amelia"** to be first over the line. The first leg was a fetch (boring), so all we had to do was keep **"Wanderlust"** from overtaking us, although we were accompanied by a frisky pod of dolphins during most of the race to keep it somewhat interesting.

At the White (South) Mark rounding, **"Amelia"** was ahead by 2'25". So **"Wanderlust"** poured it on with all guns blazing. We on **"Amelia"** had set the pole on the port side for a wing-on-wing presentation before the wind. Unfortunately, the wind shifted, causing the beginnings of an accidental gybe. **"Amelia"** was now heading E/S-E. with the mainsail tethered to the starboard deck by the preventer, thus necessitating a change of helmsman and a tricky pole take-down by **Chris D.** (who is regular foredeck on a DIYC Spinnaker boat) in the now rough headwinds. We released the preventer, turned our bow back downwind, while the wind again shifted back to our port stern. We started gybing downwind trying to catch **"Wanderlust"**, who had passed us.

At the second mark rounding (NE Orange Mark) **"Wanderlust"** was ahead by 1'10". They continued to roar ahead and beat us on the last leg to win the first race, as we have identical PHRF Ratings.

Since the sun was about an hour before setting, we all opted to do a second race, going just 2 legs South and back. **"Amelia"** was again first over the line; however, as **"Wanderlust"** was attempting to pass us to windward, **"Amelia"** headed up slightly at first and announced our intentions as we were the leeward boat with rights. It was the "perfect storm" of circumstances as **"Wanderlust"** was coming up fast enough to windward and **"Amelia"**, with a new helmsman came up a little too much and went into an auto-tack (we'll blame it on a sudden wind-shift), thus losing our starboard rights. There was much gasping as the crew of **"Wanderlust"** ran to their stern to fend off from the imminent collision. **"Amelia"** nicked their stern rail mounted solar panel, spinning it into a vertical configuration, instead of its normal horizontal position and the crystal from **Capt. Ron's** watch fell overboard. **"Amelia"** immediately did her penalty turn and carried on following behind **"Wanderlust"** to the South Mark. **"Wanderlust"**, who had tracked west of the mark on the now outgoing tide, easily rounded the mark. However, it took **"Amelia"** four

attempts with two different helmsmen to successfully turn the mark. By now **"Wanderlust"**, was way ahead. They won by 9'08" ahead of us. Congrats to a course well raced by **"Wanderlust"**, who hosted the post-race party.

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 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 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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