



S.H.B.C. Sentinel

V5N4

April 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.

Monthly Meetings

Unless otherwise specified, the monthly meetings are held the first Wednesday of each month:

Safety Harbor Public Library

6:30 PM

Next meeting date: **5 Apr 2017**

Note: The information listed here may be superseded by emails from the Executive Board.

Full Moon Raft-Up

By Ed Malek

On Saturday evening on April the 8th we are going to have our first full moon raft-up.

We hopefully will have an Armada of boats, both power and sail. If you wish to join us for some moonlight madness on the water, please RSVP to SHBC4fun@gmail.com

Be at the Safety Harbor docks by 5 PM. We will need some time to organize the boats before dark.

Also, we will be having Pot Luck so remember to bring some good eats to share.

See you there.

GUEST SPEAKER FOR APR. 5th SHBC MEETING

SUBMITTED BY ELLEN HENDERSON



Plan to attend our Wed., APR. 5th, SHBC meeting at 6:30 pm, at the Safety Harbor Library. Our guest speaker will be Meade Gougeon, co-founder of Gougeon Bros., out of Michigan, where they are famous for their West System for boat bottom repairs. So, plan to bring your bottom problems/questions to the meeting.



Linda provided this cartoon, which should have been in last month's issue.

RECAP OF GUEST SPEAKER FROM MAR. 1st SHBC MEETING

ARTICLE BY ELLEN HENDERSON, PIX BY LINDA BRANDT



Our guest speaker was **Mike Negley**, who was a previous speaker from the **Coast Guard Auxiliary**. **Mike** is a **Licensed Sailboat Captain** and his presentation was on "**Sailing in the Caribbean**". He was accompanied by his **wife Jan**, who sailed with **Mike** and their **four kids, aged 10-15** in their **Japanese built 30' Ketch**. They departed from Naples, FL and spent six months working their way down the **Caribbean Windward and Leeward Islands**, where their final destination was **Grenada**. But first they ran aground off Cape Romano, where they were 3-4 nm's offshore.

They later purchased a **Valiant 40'**, which they also put into charter service.

Mike grew up racing and sailing on the waters near Peoria, IL, but their Caribbean adventure was a first for him and his family. **Mike** had an insurance agency, which afforded him the opportunity to have his staff run the business, while he and his family were off sailing in the Caribbean.

Nov 4 Race Report

By Clarence Noles

Another extremely light turnout on this beautiful, cool Saturday morning at the Safety Harbor marina. Perhaps because of the strong northerly winds of 10 to 20 knots and gusting stronger or the 50-degree temperature at 9 in the morning, we only had two boats going out for the race. Amelia and Shibumi showed up and shipped out.

Amelia was captained by Barry Fox and crewed by Ellen Henderson, Clarence Noles and newcomer Joe Rezendes who recently put his newly acquired 22 foot Catalina into his newly acquired slip in the SH marina. Amelia's only competitor on this day was Shibumi with Capt. Mike and crew Chris Garill, helmsman Marty Horowitz and his wife June.

We got off to a good even start at 10:26 AM, setting a course to the white marker, then to the orange and then back to the finish line. Shibumi took the lead and never relinquished it. With heavy northeasterly winds throughout the race, it was an early finish, with Shibumi crossing the finish line at 11:18- 52 minutes after the start. Amelia finished at 11:30, 11 minutes later due mainly to a too early tack in trying to avoid Shibumi's dirty air. It was a beautiful, refreshing and exhilarating morning on the water. [Ed., Yes, I know, but he DID send it.]

WEDNESDAY NITE MARCH 8 RACE

by Dale Cuddeback, S/V Incentive

The race was scheduled to start at 4PM and three boats (Pegasus, Incentive and Jewel Ann) arrived on the race course before the start. Both Pegasus (Capt. John and Ellen) and Jewel Ann (Capt. Jack and Ed) had trouble hoisting sails. Jewel Ann had a twist in its jib and Incentive's crew saw the twist. However, Incentive's Capt. Dale warned his crew (Clarence and newbie Virginia) not to tell Jewel Ann about the twist. In SHBC racing failure to inform other boats of mistakes in rigging, etc. is expected; Dale's rule citing "all's fair in ...". Dale says other rules will be revealed as necessary to give Incentive any advantage. Pegasus resolved their rigging dilemma and a short time later Jewel Ann discovered their problem and corrected it, a disappointment to Incentive.

The start line was set to north-south requiring a windward start east to west into a westerly sea-breeze which makes the race much more interesting. The course was announced to be white mark then orange mark with port roundings. After the five-minute warning the race start was announced at 4:24:30 PM. There was a good wind blowing at times about twelve knots. Incentive's start was embarrassing. Jewel Ann didn't fare any better. Pegasus had a great start and was about 15 boat lengths ahead of Incentive who in turn led Jewel Ann by about the same distance. Pegasus's lead was too much and it rounded the first mark well ahead of Incentive although Jewel Ann had caught up with Incentive at the mark. Incentive rounded ahead and began to extend its lead over Jewel Ann but Jewel Ann closed behind Incentive at the second mark. Pegasus of course had rounded the second mark well ahead of the other boats.

On the third leg Pegasus led all the way in the great wind and finished first at 5:21:30 after making two tacks to the finish. Incentive increased it's lead over Jewell Ann on the third leg and finished at 5:21 with two tacks. Jewel Ann fell way behind and caused some concern aboard Incentive, but finally finished.

A nice post-race party was held aboard Incentive as usual. It was a fun race. The handicap-corrected finishes are:

First place	Pegasus	00:55:52
Second place	Incentive	01:04:16
Third place	Jewel Ann	01:09:38

Boat US Magazine, April | May 2017

By Mikey

If you do not get Boat US Magazine, borrow the April/May issue. There are several articles that are must-read items...

Pg. 62, "The *final* voyage of SANDPIPER". If you have an older boat, you could possibly end up in the same disaster situation as they did. Unfortunately, fiberglass boats are only about 20% fiberglass. The rest is polyester resin and epoxy paint. This means the boat will burn VERY fast if there is a fire. Read the article and form your own opinions.

The article below was scanned from **page #22**. As you should know, land use of the VHF radio per FCC regulations is (was) illegal. Effective January 2017, not so much...

BOATU.S. REPORTS

Ruling allows portable VHF radio use ashore

You might not have even realized it was against the rules to use portable marine VHF radios on shore, but a change in Federal Communications Commission (FCC) regulations now allows limited usage. Effective January 2017, the use of portable VHF radio ashore is allowed, “so long as it is limited to enhancing the usefulness

This race-committee crew is no longer in violation of FCC regulations when they use portable marine VHF radios on shore.

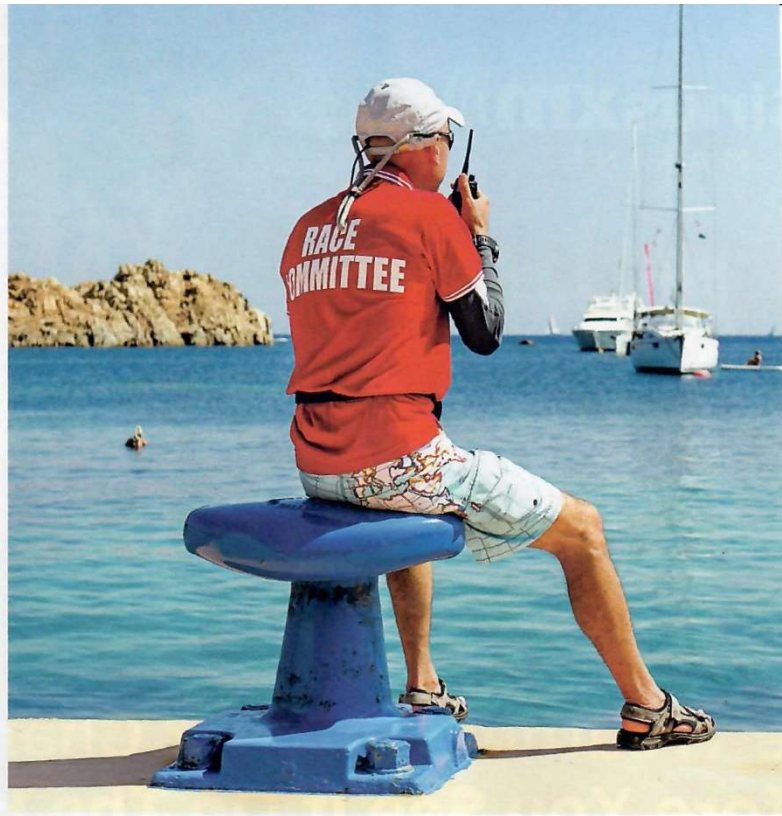
of marine VHF radios without negatively affecting maritime communications.”

“This rule change is a result of extensive consulta-

tion with the U.S. Coast Guard, FCC, and other marine-industry stakeholders as part of our work with the Radio Technical Commission for Maritime Services. It is a good example of how BoatU.S. is always on watch for proposals and regulations that matter to recreational boating,” said David Kennedy, BoatU.S. Government Affairs manager.

Usage is limited to areas adjacent to the water, such as docks and beaches, and must relate to the operational and business needs of the associated vessel and limited to “the minimum practicable transmission time.”

The U.S. Coast Guard reminds recreational boaters that VHF Channel 9 is the recommended hailing channel, while Channel 16 is designated for distress and hailing. Boaters should refrain from “idle chatter” on any channel. – **R.A.**



Pg. 102, “How likely.....lightning?” Considering FL is the lightning capital of the US, you might want to give this article a read. I think I read somewhere else that a fiberglass boat hit by lightning turns the hull into swiss cheese.

Pg 104, “WHAT TO DO ABOUT HALON.” If you have a Halon system in your engine compartment, like mine has, you should know Halon is not sold any more. However, this article shows all is not lost.

Boat US Magazine is included with your membership. SHBC members get a discount if they use our club account number.

TEASER NATURE TOUR OF HONEYMOON ISLAND

BY ELLEN HENDERSON, Pix by Joan and Mark



On Sun. afternoon, March 12th 17 Members from SHBC gathered at the **Nature Center on Honeymoon Island State Park** along the Dunedin Causeway to get a pre-tour introduction by **Tim Marshall**, who is a **Park Ranger**, with lots of enthusiasm. We not only learned about **Tim's** prior Park Ranger experiences in Ohio State Parks, but how he came to be a Ranger in Dunedin, FL. We learned from **Tim** about which trails we would be investigating and a lot about the Flora and Fauna we might see along those trails.

There are 5 major trails in varying length within **Honeymoon Island State Park**: **The Osprey Trail**, which is a 2.3-mile loop, **The North Beach Trek** of 5 miles, **The South Beach Trails**, approximately 1.2 miles, **The Nature Center Trail** a 1/4 mile loop and **The Pelican Cove Trail** a 3/4 mile hike.

The Osprey Trail is the premier trail in the park, named for the dozens of Osprey nests along its length. This also has an eagle viewing area. The trail meanders through a barrier island slash pine forest typical of old coastal Florida. This area contains many butterflies, wildflowers and native plants, over 300 species of birds.

On the **Nature Center Trail**, we saw Sabal "Cabbage" Palms and old Southern Red Cedar trees.



Along the **South Beach Trail**, we learned about the ghost crabs, gopher tortoise borrows and beach vegetation. This area also contains the **South Beach Cafe**, where most of us regathered for an evening meal.

Even though we spent over 2 hours transiting these trails, it was just a "taste" of **Honeymoon Island State Park**. The **Park** hours are from **8 am until sunset, 365 days a year**. The entrance fee is **\$8.00 per carload or \$2.00 per individual**. For information about joining **Friends of the Island Parks**, call [\(727\) 469-5942](tel:7274695942) or visit www.IslandParks.org.

If you missed the SHBC Tour, plan to go in the future, or if you did participate, go back again on your own for a more in depth nature adventure.

Many thanks to SHBC Member, **Bob Meadows**, who organized our tour of the great **Honeymoon Island** nature trip. **Bob** has volunteered at **Honeymoon Island** for over ten years, and did a great job of leading this SHBC adventure.

DELIVERY OF S/V RUM LINE TO REGATTA POINT MARINA

By Dale Cuddeback, and contributions by Mark and Ann Kanuck

Safety Harbor Boat Club (SHBC) members Mark and Ann Kanuck recently acquired a slip in Safety Harbor Marina and bought SHBC's member Ted Hill's little 22 ft. Starwind sailboat. Mark and Ann look forward to now being able to race and sail the vast reaches (at least those with a depth of more than 5 feet!) of Upper Tampa Bay. As a result of this fortuitous luck, they also put their 33 ft Endeavor sailboat **Rum Line** up for sale which had been berthed at the Clearwater Basin Marina. Mark had listed the Endeavor with Whitaker Yacht Sales at the Regatta Point Marina in Palmetto, FL. It was decided to move the boat to Regatta Point where it would get a lot more exposure for selling. They are keeping their fingers crossed for speedy sale. The Endeavor is a beautiful boat, in great condition which they purchased in Fort Pierce on the east side of Florida in October, 2016. Delivering the boat across the Okeechobee Waterway and up the gulf coast was a great adventure, with Mark and Ann, Barry Fox, Chris Dollin and the author as described in another narrative entitled "Delivery of Rum Line from Ft. Pierce to Clearwater, FL."



Mark and Ann are a marvel of organization and logistics and flawlessly planned the trip to Regatta Point. They split the delivery into two legs. The first leg would take the boat from Clearwater to the Pass-a-Grille marina on the Pass-a-Grille barrier island on the west side of St Pete. Two days later, the second leg was planned to take the boat across the mouth of Tampa Bay and up the Manatee River to Regatta Point. The crew for the first leg was Mark and Ann, Bruce Gotts and Bob Barnett (church friends), Ellen Henderson and Dale (both SHBC members). The crew for the second leg will be Mark, Ann, Dale and Barry Fox from SHBC, and Bonnie Box. Bonnie and her husband Jack are also members of SHBC.



March 9, 2017 ... First leg.

Mark, Ann, and Bruce picked up Ellen and Dale at the Safety Harbor Marina at 9AM and after stopping for coffee and breakfast sandwiches we drove to the Clearwater Basin Marina. Bob drove his car from Madeira Beach and met us at the marina. After preparing the boat and bringing Mark's dock lines, etc. aboard, Mark eased **Rum Line** out of the slip around 10:15. The weather was sunny, warm and cloudless, a promising day with the hope of an afternoon sea breeze. Underway, Ann provided a short lecture on safety equipment, location and use. Following Mark's and Ann's float plan, the crew motored the boat down the Gulf Inter-Coastal Waterway (GICW) enroute to John's Pass where **Rum Line** would be transited into the Gulf. Arrival time was around 12:35PM.

Note: Not wanting to bore the reader with the names of the towns and the ten or so bridges (both fixed high rise and bascule) encountered along the ICW, the writer won't bother. For those with intense interest in such trivia check a chart. ... BTW a lot of time and effort was saved with this note because otherwise a chart would have had to be consulted. :-)

At the John's Pass inlet basin Mark radioed a request for an opening of the John's Pass bascule bridge which is an open on-demand bridge. After the bridge opening Rum Line then continued

under motor into the Gulf of Mexico. Clearing the choppy waters of the inlet and getting into smoother water in the gulf the crew hoisted the main sail and rolled out the jib. The wind was light at less than 10 knots on our stern. Deciding to tack out into the gulf on a Starboard tack of approx. 210 degrees to get a better sailing angle on the wind, we began a very pleasant sail of about three miles into the gulf. Our speed increased to over six knots at times as the sea-breeze picked up from the west-north-west. Someone protested that they didn't want to get out of the sight of land. Wusses! It occurred to others that maybe the mythical "sirens of the sea" may be beckoning us dreamers to where early mapmakers often wrote "beyond here thar be dragons." Back to reality, Mark and Ann had brought sandwiches and drinks and we had a nice lunch underway.

Later, using the pink Don Caesar Hotel as a landmark, we tacked to Port to a heading of about 060 degrees and visually steered a course to the Pass-a-Grille inlet. Dale was at the helm but everyone had an opinion as to the exact location of the inlet and a lively debate was barely avoided by Capt. Mark assuming command, or was it "Admiral" Ann? Everyone was supposed to have shared steering duty but names won't be mentioned for fear of embarrassing anyone who shirked this duty.

We decided to sail a bit further south of the inlet to get a better approach and after sighting the channel markers we corrected our course and entered the inlet. It was about this time that the Gulf breezes really kicked up and **Rum Line** plowed through a bevy of whitecaps and heeled to starboard a consistent 15 degrees. We were flying! The strong west north west sea breeze had set in and it became a roller-coaster ride through the swells in the entrance to the inlet. Everyone on board could feel the exhilaration. All hands used more than just "one hand for the boat" as, on this day, Rum **Line** was saving its best for last. We also had to steer lively to dodge power boats but finally entered the main Pass-a-Grille channel. Waiting until the entrance channel turned to the north for calmer waters; Mark and Ann went on deck and dropped sails in a lively fashion due to inconsiderate local boat traffic creating abundant waves in the water. After dousing sails Mark, being the only one who knew where the marina was located, motored to the Pass-a-Grille Marina. After some jockeying around in a tight slip to dock, we judiciously deployed dock lines and hooked up shore power. After securing the boat and with everyone carrying their sea-bags, etc. we walked to the side of the marina where Mark and Ann had staged Mark's SUV in the marina parking lot the previous day. We thankfully loaded our bags into the car. The day's sail had taken close to Mark's predicted six hours although everyone was feeling fatigued.

It was late afternoon and Mark and Ann graciously treated us to dinner at the next-door Wharf Seafood restaurant on the water. Ellen, did they really run out of beer? Just kidding, Ellen doesn't drink???

After eating we loaded ourselves into Mark's SUV with Ann lying on the bags in the back, very possibly asleep most of the way. We drove back to the Clearwater marina to drop Bob off at his car and then Mark drive Ellen and Dale back to the Safety Harbor Marina parking lot to our cars. It was dark when we arrived. Ellen noted that it was 7:15, but it's not clear if she meant PM or AM. It was a long day indeed.

March 10; A lay-day to allow Mark and Ann time to buy food for the second leg and to stage a car at the Regatta Point Marina in Bradenton for the return trip back to Safety Harbor.

March 11 Voyage Day 2. Today's crew was Mark, Ann, Bonnie, Dale and Barry. After stopping to get the obligatory breakfast sandwiches (hey, the crew needs fuel too), Mark drove to the Pass-a-Grille marina. Someone commented this was another flawless Florida weather day as we loaded sea-bags and food onto **Rum Line**. After bringing aboard dock lines, Mark expertly pulled away from the dock and we retraced our route of two days earlier to exit the Pass-a-Grille channel and get into the Gulf again. Hoisting sails we steered along the west shore of Shell Island and then Ft. Desoto Park island while taking care to steer out into deeper water when the depth threatened. Nearing the Egmont shipping channel Mark steered through the shallow shoals on the north side of the channel and after clearing the channel set a course of 070 degrees to the mouth of the Manatee River. It was a glorious sail across the bay with twelve to fifteen knot northeast winds, slightly forward of beam. To improve on that sailing you gotta ... well, we don't know what you gotta do.



Nearing the Tampa Bay south shore, all hands to look for the river's entrance markers and were relieved to spot the markers hidden by the vegetation backdrop of the south shore of Tampa Bay. It was around 3PM. Before entering the river inlet channel, we headed into the wind and dropped sails. With Dale steering and Mark navigating, we successfully motored through the challenging channel of the river entrance. Once inside the river we followed the river markers under motor to the Regatta Point Marina, arriving slightly before 4PM. Mark contacted the marina dock-master and we were directed to slip B4. After deploying dock lines, we adjusted them until we were satisfied the boat was safely moored for a three-foot tidal range.



Being SHBC seasoned sailors; we hoisted Manhattan cocktails that Ann and Dale had sneaked aboard for celebration of a wonderfully satisfying boat delivery. While the crew was reliving the events of the sail, a couple arrived at the beautiful 38 foot 2001 Island Packet moored next **Rum Line's** slip, which by the way as we later learned, they had just bought the day before. Someone explained how the Rum Line came to be in the marina and of course one story led to another. The couple, Joanie and Scott Haag from Ely, Minnesota near the Canadian border, was invited for a drink. Bartender, and master mixologist, Dale (by default) usually mixes Manhattans half strength, especially since we had a long drive home., Was he ever embarrassed when the couple from Ely, Minnesota admitted to owning a bar. They were in the process of selling the bar, their home, kids (maybe not grandkids) to adopt a sailing style of life. They enthusiastically described how they wanted to sail to the Bahamas, the Caribbean islands and maybe after gathering all that cruising experience they would go around (the earth). We gasped for breath. In their 60s (or maybe close to their 70s, they were living their dream. More power to them. They were a very nice couple but, shall we say, a bit naive.

Subtly probing for details (subtly, my a__) we learned that the sum of their sailing experience to date was in an 18 ft day-sailor on a lake in Minnesota! The crew of **Rum Line** was stunned into silence. They continued their story of after selling their house they bought a pickup truck with a small shell camper on the back. They then explored the northern US for six months before serendipitously arriving in Palmetto, FL. Wrap your mind around that. A boat broker they happened to find showed them the Bristol conditioned 38 ft. Island Packet. After spending six

months in a mini camper they practically bought the boat on sight.

The Island Packet was impeccable and had all the accessories: in-mast mainsail furling, radar, anemometer, bow-thruster and electronic accessories the average sailor can only read about in SAIL magazine. However, it was a 38 ft. boat and I felt it was far too much boat for their sailing experience. We aren't sure if they had even taken the boat for a sea trial. Although they did spend one night on it. Suddenly *Rum Line's* crew spewed forth sincere "sailor-ly" advice about taking sailing lessons and cruising lessons with paid professionals, and lots and lots of short cruises to gain cruise experience before sailing off into the briny. However, we admired their bountiful enthusiasm and I for one wished that I ... oh well, spilt milk.

Later, we dined at the wonderful Riverside restaurant (Mark and Ann's treat) and then Mark deposited everyone back at their cars in Safety Harbor. What a great, great day!!!

SHBC BIRTHDAYS AND ANNIVERSARIES

BY ELLEN HENDERSON, Pix by Archive

Congratulations to those SHBC Members, whose Birthdays and Anniversaries fall in the Month of **APRIL**.

Birthdays:

4-2 Jan M.
4-17 Betty T.
4-27 Mike H. (not Mikey)



Anniversaries

4-17 Christy E. and Tom P.

New Member Report

By Skip Meadows, Pix by Alice Rezendes



Joe and Alice Rezendes have lived in Safety Harbor for 18 years and previously lived in Massachusetts for 18 years.

They have three children, and three grandchildren. In Massachusetts, they were both Presidents of their respective Lions Clubs. Alice formed a women's Lion's Club, the first one in Massachusetts, after the Lioness Clubs were no longer in existence.

After visiting Orlando many times for business and after numerous blizzards, the family decided to move to Florida. Their motto is "we will never shovel snow again."

They bought their first sailboat at a boat show in Providence, RI, a Catalina 25'. Their second boat was a Catalina 30' which they brought to Florida and docked at Maximo Marina in St.

Petersburg. Joe had the pleasure of living on this boat alone for six months while Alice stayed up north to pack up their home and family.

After being on the Safety Harbor Marina waiting list for 17 years, they received a phone call at the end of last year that a slip was available. After picking themselves up off the floor, they rejoiced, and ran out that weekend to buy a sailboat. They are now the proud owners of a Catalina 22'. Their boat had never seen salt water, having come from Wyoming.

Joe has already crewed a few times on other larger boats at the marina and hopes to start racing his own boat soon. It is also a challenge to get into their slip as the slip at Maximo was a head on slip, but it is a great learning experience.

They look forward to meeting new friends and enjoying the wonderful boating experience of Old Tampa Bay.

SHBC ST. PATTY'S DAY PARTY

BY ELLEN HENDERSON, Pix by Linda

Our Club's annual **ST. PATTY'S DAY PARTY** was a rousing success. Our **Vice Commodore, Ed Malek**, again took the initiative to hire last year's **Caterer (Debra Walin of Southern Tropicality)** for our club's beloved **Corned Beef and Cabbage feast**, thus saving many hours of food shopping, chopping and cooking. Bravo, **Ed**.



Among the competitors for the **best side dish/dessert** was the winner: **Skip Meadows** for her delicious **Chocolate Rice Crispies Treat**, for which she won a Publix Gift Certificate. The runner-up was the homemade **Cornbread**, yum.

Working closely with **Ed** was our new **Commodore, Joan Marzi**, who designed some great, fun competitive games, which got everyone



involved. **Jerry (Mike & Rose Mintz's guest)**, won a gift card toward a variety of local restaurants for the SHBC OLYMPIC CLASS **COIN TOSS into the URN**. **Jerry** had great hand-eye co-



ordination especially in the very windy conditions, which added to the challenge. The life-size **Jenga** game (designed & produced by member **Joe Kelley**) was a tie among two teams: the **guys-Ron Poirson and John Estok vs. the ladies-Joan Marzi and her partner**.



Linda Brandt, our official **SHBC Club Photographer** took these great pictures that accompany this article.



Lena Redding returned to lead the ladies in the **Zumba Line-Dance**. Besides being so much fun, it helped with digestion after our Corned Beef and Cabbage feast.

The 50-50 of \$41.00 was won by **Chris Dollin**.

The **Irish Music** was provided by **Barry Fox**, who set up all the PA equipment and music, which entertained us throughout the party.

The **Decorating Committee** arrived early to set up the mood of a bit of **Ireland** for this festive event, led by **Ellen Henderson**, including: **Chrystal Anders, Dianne and Chuck Stebbins** plus **John Estok**.

Special thanks to the **food servers: Ed Malek, and Joan Marzi**, and to the **clean-up crew: Barry Fox and his daughter Dusty Dumond, Brian & Phyllis Garry, Ron & Brenda Poirson, Ed Malek, Joan Marzi, John Estok, Ginger Darling & Ellen Henderson**.

Chris Garrill sold the 50-50 tickets, while **Mark Kanuck** collected the dinner catering fee from members and their guests. Put this event on your 2018 calendar and get ready for a sea of GREEN and "erin go braugh!"

More Pix...



Free to the First One That...

By Mikey

I have a new toner cartridge (blk) RPX2 (**92274A**) that I will give to the first person that contacts me. It fits according to the carton end:

HP LaserJet 4L/4ML/4P/4MP
APPLE Laserwrite
300/320/600PS CANON LBP
PX/430

A second cartridge, **Q6000A**, also new, for the HP Color LaserJet 2600n or Laser Shot LBP-5000 printer.

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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