



S.H.B.C. Sentinel

February 2018

V6N2

The S.H.B.C. Sentinel is a periodic publication (terms of submission, last page) containing the stories and pictures of past events. Material is provided by Club Members and Guests and barely edited. Nothing provided here represents an official position of the Safety Harbor Boat Club, or anybody else for that matter. If you want official, try to get it signed and notarized.

GUEST SPEAKER FOR **FEB. 7TH** SHBC



MEMBERSHIP MEETING

Plan to attend our **Wed., FEB 7th SHBC** meeting at 6:30 pm at the Safety Harbor Library. Our guest speaker will be **Neil (Harv) Harvey**, who will give a presentation on **Harken Blocks**.

February Guest Speaker Bio.

By Neil Harvey.

I am the South East U.S.A. & Caribbean Sales Manager for sailing hardware manufacturer, Harken Inc., which has its headquarters in Pewaukee, Wisconsin.



I have worked here at Harken for 20 years and was with Bariant (winches) & Lewmar (British marine hardware manufacturer) for 10+ years prior to that.

I came up from Perth Western Australia with Alan Bond's 1st America's Cup Challenge team to Newport Rhode Island in 1974, went back there for about 1 year before joining the 79-foot maxi yacht Kialoa 111 in late 1975.

I did 100,000 miles aboard Kialoa 111, during which time we set many race records, and won the St. Petersburg to Ft. Lauderdale race (part of the SORC), Miami to Montego Bay Race, Transpac race, (Los Angeles to Honolulu) Sydney to Hobart Race, Hobart to Auckland N.Z. race, China Sea Race (from Hong Kong to Manila) and many other smaller races.

I sailed professionally for 10 years before settling ashore in Clearwater/ Bellaire, where is still reside today.

I look forward to making the presentation on Wednesday February 7th to members & guests of the Safety Harbor Yacht Club.

RECAP OF GUEST SPEAKER FROM JANUARY 3RD SHBC MEETING

ARTICLE & PIX BY ELLEN HENDERSON



Our January guest speakers were **Lisa Lanza**, who thankfully stepped in at the last minute because of another speaker's illness and **Linda Brandt**, who was scheduled for the **SHBC** presentation on "**Cuba**".

SHBC Member **LISA LANZA**, in 2015 had seen a notice on our **SH Marina Bulletin Board** and she had also been referred to **SHBC** by one of our Members. **LISA** is originally from **CT**, but she has lived in **FL** since 1976. She started sailing with **Windjammers of Clearwater** and participated in that Club's **Bikini Cup Regatta in the '90's**. **LISA** also took sailing lessons at the **Clearwater Community Sailing Center** and attended **Coast Guard Auxiliary** classes. She was a **Lead Assessor** for **ANSI** and a technical expert and was also an alumna of **Leadership Pinellas**. **LISA** is interested in both racing and cruising and previously participated in the **Cruise to Bahama Breeze** aboard **Chris Garrill's "John Marie"** and has crewed in Club races on **Dale Cuddeback's "Incentive"** and other **SHBC** boats. **Lisa** traveled to **Cuba** with the **League of Women Voters** in 2013 and she had excellent photos of her journey. Their trip with hosted by numerous Educational and Cuban Government agencies, although they were allowed to roam freely in the evening when the local would come out in droves from their homes.

Vice Commodore: Linda Brandt, ...had spent 18 years in accounting and has been the Div. Finance Officer for the Coast Guard Auxiliary over 7 Flotillas. Linda has also been our **SHBC** Club Photographer/Videographer for the past 2 years. Her writeup of the Cuba trip follows.

SHBC BIRTHDAYS - FEB 2018

BY ELLEN HENDERSON, PIX BY LINDA BRANDT (ARCHIVES)

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

Birthdays:

2-9 **Millie Nasta**
2-12 **Bob Meadows**
2-20 **Barry Fox**
2-22 **Cindy Anderson**
2-24 **Jill Lunt** →
2-26 **John Estok**



Connie and Paul Pope's Boat for Sale

ARTICLE & PIX CONTRIBUTED BY CONNIE POPE

Paul & I sold the San Juan 21, but the new owner has found the boat is too big for him the handle. (He's a young man)

For sale by owner, Edin Veladzic
[\(605\) 377-8310](tel:6053778310) cell



1974 San Juan Mark II 21' swing keel with **small outboard engine** from **1979** that runs like a sewing machine. Easy start even a girl like me can start it.

Swing keel works fine, cable in good condition.

Main, jib, and spinnaker.

New lines for most important ones like stepping line and jib lines.

Pretty dry down below.

Porta Potti

New battery

Storage (Mark II model has more headroom down below deck, than other models San Juan made)

Newer galvanized trailer.



Back Bay Triangle Course 7.03 Nautical Miles



Coordinates

Start/Finish	27° 59.294' N	82° 40.842' W
Little Bridge	27° 57.993' N	82° 40.663' W
Big Bridge	27° 58.372' N	82° 37.631' W

Heading:

Start/Finish	-> Little Bridge	177° (357° Recip)
Little Bridge	-> Big Bridge	085° (265° Recip)
Big Bridge	-> Start/Finish	291° (111° Recip)

CUBA, Land Sailing

By Linda Brandt, VC

If you've ever wanted to travel to Cuba and thought you couldn't, I want to assure that you can, even with the latest restrictions on travel to this country. There are many ways to travel to Cuba but one of the easiest is to travel with a group. We used CubaExplorer.com. It was an all-inclusive trip that included lodging and food.

Cuba Explorer offers many options and among them are: Weekend in Havana, Havana Int'l Jazz Festival Tour, Just the Festival Tour, Cuba Introduction Tour, Beach & Havana Life Tour, Western Cuba Culture Tour (the one my husband and I took), Cuba Adventure Culture Tour, and a Global Relations Discovery Tour.

There is a description for each tour with a detailed itinerary on the website as well as dates and the cost of each trip. Airfare was not included but, depending on the day you travel, could be as low as \$99 each way. And your visa is also not included. If purchased online through Southwest, it will be \$50. Your airfare also includes health insurance which is mandatory to travel to Cuba. Cuba Explorer meets all the requirements for travel to Cuba. You will even have time to explore Cuba on your own which I highly recommend.

One of the reasons for choosing the Western Cuba Culture Tour was that it took us out of Havana after a few days and across the country to Cienfuegos and Trinidad. Cuba boasts nine (two natural, seven cultural) World Heritage Sites. UNESCO (the United Nations Educational, Scientific and Cultural Organization) makes these designations based on certain criteria.

The world has 1073 sites listed (832 cultural, 206 natural, and 35 mixed properties), the United States has 21 and there is only one in Florida – the Everglades National Park. It is a very important designation economically and especially for Cubans who rely heavily on tourism. Our tour included three UNESCO sites – Old Havana and its Fortifications, Trinidad, and the Urban Historic Centre of Cienfuegos.

Each day you meet with an experienced and very knowledgeable tour guide who speaks English. Questions are not only welcome but encouraged. Cubans are very willing to share information and especially with very curious Americans! The guides who lead our tours lived and worked the areas we visited. It couldn't have been more authentic.

Although there are many ways to travel there now, I found ours to be the least expensive. I have kept this brief because all of the questions you may have about travel to Cuba can be answered on the Cuba Explorer website. They even explain how to exchange money, what to wear, what to bring etc.

Cuba is not for anyone who needs to travel in style. Go in with your eyes wide open and you just may be pleasantly surprised. And although time didn't allow me to give detailed descriptions of my pictures (they each had a story!), I would be happy to share my experiences with anyone who asks.

THE TRUE STORY

By Dale Cuddeback, S/V Incentive

I believe Ellen has finally put the SHBC boat club on the map. The date was 2018, January 20, with a Saturday race scheduled for a 10:00 am start. It would turn out to be a day which will live in infamy, perhaps alongside December 6, 1941 when Japan pulled the sneak attack on Pearl Harbor. I'm still laughing (at the race, not Pearl Harbor).

The wind was a spotty 3 to 5 MPH NW wind with lots of holes. Five boat crews were gathered at the gate to the marina trying to decide if we could race. The five boats were Pegasus with Capt. John and crew Emily; Incentive with Capt Dale and crew Mark, Wanderlust with Capt. Ron and crew Paul, John Marie with Capt. Chris and crew Clarence; and Floribbean with Capt Joe and crew Adam and Ellen. Ellen had heard a rumor (which I started) that Capt Joe was a ringer and so she assigned herself to his boat because she always tries to crew on the most likely winner. Ellen did this under the pretense of showing first-time racer Joe how to sail the race course.

John set the start/finish line for an upwind start. While waiting for the start signal all boats hoisted sails and jockeyed around the start line to determine the best approach for the start. Incentive decided that a beam reach from the west would be its best approach. Meanwhile, Pegasus and Floribbean were noodling (Ellen's word) around the start line waiting to dash across the start at the start signal. It's well known that Ellen has perfected the game of chicken to a science and won't back off at race start. Barging and pinching, Ellen usually starts up front.

This time, Pegasus and Floribbean got tangled up at the start with John hitting a start buoy and then Ellen barely averted hitting John by fending off with boat hooks. Incentive was about five seconds late but crossed the start and tried to set a course for the first mark. Ellen yelled that Floribbean had to do a port tack to avoid hitting John (again??) and if Incentive did not tack away Floribbean would hit Incentive. Dale was forced to do a 360 in order to clear away from Ellen and in doing so crossed back over the start line. It turned to be a smart maneuver because Incentive managed to get away from the confusion as both John and Ellen starting to do penalty 360's near the start line due to violation of the rules requiring them to stay clear of the other boats trying to cross the start line.

Note: It looked like they were practicing being Keystone Kops. A photographer could have made a fortune in payoffs to lose the photos. However, Ellen doesn't care. Her only comment was "when is the next race?" It's possible she may have been hit by a boom too many times while racing.

Incentive set a course for the orange mark and led the whole way with the other boats strung out behind. Incentive had a hard time holding its course to the mark because of laughing while looking back at Ellen doing penalty 360s. Incentive rounded the mark and set sails for the second mark (white).

About half way on the second leg the wind began to die down. Pegasus caught Incentive and we swapped the lead a few times. Both Incentive and Pegasus were scanning the water for the next mark but couldn't find it. Finally, the wind totally died and we all sat on a mirror. Pegasus spotted a possible mark on the shore of the causeway and Incentive motored closer to find the mark high and dry on the causeway. Because of no wind all boats agreed to abandon the race and motored back to the marina with Incentive claiming the win while listening to a series of guffaws from the other boats.

Another note: I checked with Ellen before writing this and she insisted that I write it and send it to Mikey for the February newsletter. She is a good sport although some might argue she's a bit over-competitive.

LAST RACE OF THE YEAR - 12/27/2017

BY ELLEN HENDERSON

On Wed., Dec. 27 (just before the New Year's cold front hit us) it was warm enough to wear shorts and t-shirts in the nearly 80-degree weather. Around 3 pm Skippers assembled near **Dale's** boat. **Ron P.** needed crew, but **Ed M.** was working on his boat, so **Ron** joined the Crew on **"Incentive"**.

The small fleet was:

"Pegasus": John V. and Ellen H.

"Incentive": Dale C., Clarence N. & Ron P.

"Pegasus" was the **Race Committee** and after some discussion, as the wind was currently coming from the West with a SW component, it was suggested that we mix it up and head toward the **Manatee Sign** for a **short windward first leg**.

We set the start line so that the fleet would have a windward start. The 4-legged course was: **Manatee Sign, White, Orange, Finish**. The wind was at about 6-8 kts. and the posted outgoing tide would affect both our start and the first mark rounding. We on **"Pegasus"** **observed** this as we determined, during pre-race starting approaches, that we should stay as close as possible to the start line and tack up instead of gybing away to bleed time. Also, we decided to take a starboard approach from near the northern end along the start line and perhaps drift down the line if needed.

This worked out well, even though **"Incentive"** **was** approaching from below us, they didn't head us up over the line early, which they could have done. Instead, **"Incentive's"** skipper **Dale C.** said they started right behind us. (I'm guessing they were more windward of us, even though they were behind us. See below.)

"Pegasus" **tacked** three times on the short windward leg, while **"Incentive"** **had** to tack only once and they were about 02'30" behind us at the **Manatee Sign** mark rounding.

On the second leg **"Pegasus"** initially was on a very broad starboard reach, but as the predicted wind shift was now a more N/W/N heading, we had to keep coming up above the lay line just to fill the head sail. Soon, we chose to go wing-on-wing until just before the white mark. Meanwhile **"Incentive"** **started** to gain on us, as we had drifted East of the South Mark. It was time to get serious; so we took down the pole and headed back up, thus gaining renewed distance over **"Incentive"** which went wing-on-wing during most of the first leg. At the White mark, **"Pegasus"** was 01'45" ahead of **"Incentive"**.

The third leg toward the Orange mark was mostly a fetch, only a few degrees off hard-to-weather. **"Pegasus"** was 1st around, followed by **"Incentive"** about 3 min. later.



We on **"Pegasus"** had observed that on the 2nd leg, the wind was lighter on the southern part of the course. So keeping that in mind, after the Orange Mark rounding, we did a short tack and then stayed on the northern section of this leg. Meanwhile, **"Incentive"** had gone south because they thought they observed more consistent wind. This turned out to be their undoing, as they finished over 13 min. behind **"Pegasus"**. It was starting to get chilly as we experienced another Safety Harbor sunset.

We celebrated **"Pegasus's"** win at our post-race party with some wine, chocolate & crackers for the post-race festivities aboard **Dale's** boat, where we all had an opportunity to re-race the course with embellishments. Next time you see **Dale**, ask him about his adventure with his lifeline while getting off the boat.

RACE RESULTS:

Start time: 16:07:00h

Finish times:

1. Pegasus 17:48:23h

2. Incentive 18:01:30h

SHIFTY WINDS; WHERE'S THE MARK? RACE - 1/20/18

BY ELLEN HENDERSON

Glory be! The very cold Jan. weather was starting to break as the temps were predicted to hit the 70's. Halleluia!!! So, on Wed., Jan. 20 five sailboats committed to sail this race. Each one gathered up their turned-out crew: **"Pegasus"** with Race Chair/owner **John V.** and crew **Emily Wagner**. **"Incentive"** with **Dale C.** and crew **Club Treasurer/Cruising Chair Mark K**; **"John Marie"** with **Chris Garrill** and **Clarence N.**; **"Wanderlust"** with **Ron P.** and **Paul Matthews**, who recently returned from purchasing a new SH home; **"Floribbean"** with first time racer/owner **Joe Rezendes**, his son **Adam** and this writer.

John V. set the course for a windward NW start, then a button hook turn going East toward the Orange mark, then SW to the White mark and back to the finish. We on **"Floribbean"** noticed there was a strong outgoing tide, so it was prudent to stay near the start line during the 5-min. countdown. Three boats gathered along the line; however, **"Pegasus"** got distracted and hit the starboard end mark, as the outgoing tide pushed them into it. They immediately did their 360 degree turn in front of **"Floribbean"**, necessitating a fend off by hand situation in the light winds as we were attempting to tack to stay clear of them. This forced **"Incentive"** to also tack to avoid a collision. **"Floribbean"**, did a 360 turn and restarted. By then the fleet was long gone.

We noticed the wind was stronger on the left side of the course (N. side), so we stayed there, immediately starting to pass boats that were farther South. **"Floribbean"**, still had to fall off onto a slow reach to make the lay line. By then the fleet, led by **"Pegasus"** had rounded the East Orange mark. We went directly downwind to the mark but were over 7 min. behind the lead boat. **"Incentive"** was second around, followed by **"John Marie"**, then **"Wanderlust"**, who went way west of the fleet.

After much searching on this wing-on-wing leg, as the wind had shifted to the predicted N/E, then back to the North, the fleet ahead observed that the White mark was missing according to their GPS's. They spotted the mark resting on the shore along the Courtney Campbell Causeway. With the now very light winds, since it had been over 22 minutes on a normal 17 min. leg and we weren't even at the S/W mark's position, John V. asked for a vote to cancel the race. All boats agreed, as there was party awaiting in the marina on **Dale's "Incentive"**. **Clarence's** truck transported **Chris G.** and **Mark K.** to the **Memorial Causeway** to successfully retrieve the errant mark.

There was much discussion later aboard **"Incentive"** on how to refit the white mark, so that it would stay in place during future SH blows. **Commodore Joan M.** escaped new home repairs to join the party. It was again getting chilly, so **Dale** made hot chocolate spiced with rum to keep us warm.

CHANGE OF WATCH PARTY - 2018

By Dale Cuddeback, Capt S/V Incentive

The Safety Harbor Boat Club's Annual Change of Watch Party was held on Sunday afternoon January 14, 2018 at the Bahama Breeze Restaurant. In attendance were 44 members and guests. Tuxedos were optional or most male members would have been denied entrance. Most of the lass' looked spiffy though. I was pointed out as having worn decent looking shoes for a change.

The old and new officers were seated at a place of honor near the door (Someone said that was, so they had a quick exit in case of a bru-ha-ha). The food was excellent with each guest choosing from an elegant menu. First, we were served crisp salads followed by our selected tasty entrees with soft drinks and desert. Of course, we were free to order drinks from the bar.

Afterward we had the introduction of the former and new officers with Joan (commodore) presiding as officer of the quarter deck (master of ceremony to us land lubbers).

Last year's (2017) officers were: Commodore Joan Marzi, Vice-Commodore Ed Malek, Scribe Sherry Duffy, Treasurer Mark Kanuck, Cruise Chairperson Mark Kanuck, and Race Chairperson John Viverito. Many volunteers were thanked for their extraordinary service. Our 2017 was a good year for the Safety Harbor Boat Club thanks to these Officers and volunteers!

The 2018 officers are: Commodore Joan Marzi 2nd term, Vice-Commodore Linda Brandt newbie, Scribe Sherry Duffy 2nd term, Treasurer Mark Kanuck 2nd term, Cruise Race Chair Mark Kanuck 2nd term, Co-Race Chairs John Viverito 2nd term with assistance of Dale Cuddeback, and Speaker Recruiter Ellen Henderson 2nd term were all introduced and welcomed with their appropriate bungees.

Awards were given to the top three winners of the sailboat races.

This year race winners for the Saturday and Wednesday racers were combined:

1st Place- John Viverito, Captain of Pegasus;

2nd Place- Dale Cuddeback, Captain of Incentive,

3rd Place- Ron Poirson and Roof Douglass, co-Captains of Wanderlust

Following lunch and the award ceremonies the old/new Commodore led the club members in spirited games including a memory game with winners Sherry Duffy and Dale Cuddeback (ain't that a surprise). Also, there was a boating-theme multiple choice set of questions created by Mark Kanuck and Linda Brandt where the guests were divided into 8 groups to select answers from the multiple choices. I dare not say the name of the chairperson of the winning group, but I judiciously moved my seat to the table nearest the exit in case of riot after someone started yelling "fix". Every winning participant received a gift card for a restaurant.

Many thanks to the organizers of the game and to those who helped plan the party. It was great fun! Everyone should try to attend next year!

The Change of Watch Party was a Huge Success!





(Another) True Story

By Clarence Noles

This is more like it, I thought as I walked to the marina for our Wednesday afternoon SHBC race. The wind was strong and steady out of the north, unlike last Saturday when the wind died suddenly halfway through the race and we had to call it quits- and it had been a very light breeze to begin with.

A cold front had passed through during the night and if I learned one thing while a member of Bay Sailors, other than tying many variations of the forget-me- knot, it was that the wind always got stronger behind a cold front and today it was blowing a good 10-12 knots.

A small crowd of captains and crew were gathered in front of the SHBC billboard. More captains than crew, actually. It was a bit cool and promised to be a very cool evening once the sun went down. However, the die-hard racers were there, and we matched up captains with crews on the boats that were going out.

Capt. John Viverito of Pegasus had Ellen and Emily on board. Capt. Dale Cuddyback of Incentive had Capt. Mark Canuck for crew and I (Clarence Noles) was sailing with Capt. Ron Poirsons on Wanderlust. Captain Chris Garill of the John Marie had opted out at the last minute because of back spasms. But we had three boats and good wind, so the course was set from start to orange marker (East) to white marker (South) and back to Start (North).

Capt. Ron and I got off to a good start and took and kept the lead for the entire race. This was due entirely to Capt. Ron's skills as a mariner and his leadership abilities and my tireless,

energetic and self-sacrificing seamanship. And perhaps just a little good luck. Also, the cat-o-nine tails that Capt. Ron kept within arm's reach and the knowledge that he wouldn't hesitate to use it kept me running about the rigging.

We rounded the orange buoy still in the lead and determined that with this wind direction we were unable to go wing on wing as we had planned. We headed toward the white buoy by the Courtney Campbell Causeway on a broad reach, We rounded the marker and tacked sharply into a close haul headed north. We noticed then that the other two boats had rounded the mark and simply hardened-up and were headed west. At first we thought we might have erred by not hardening up on a westerly course but as we continued on north Capt. Ron was suddenly struck by a bolt of inspiration.

"By God, now we've got them," he roared. And he issued a stream of orders laced with profanities as he eyed the cat-o-nine tails. "Put your back into it, lad, if you know what's good for you and there'll be a gold sovereign for you if we win!" I needed no further urging and trimmed sails furiously as I awaited the Captain's orders and the unveiling of his strategy. We would keep heading north until we had gotten far enough past the starter buoys so that we could tack to starboard and make a beeline for the finish line. The other boats would have to tack at least twice, and this would give us the edge we needed to win. Capt. Ron's plan worked perfectly. Wanderlust crossed the line first, followed by Pegasus and then Incentive. The race took about an hour and afterward we gathered on Dale's boat for hot chocolate and hot spiced wine. A good race and a good time.

Lake Placid, aka How to Freeze Your Tail Off

By Mikey

This article is about my trip to Lake Placid, NY. Don't confuse this one with Lake Placid, FL... the one with the alligators. To be honest, the only connection here to boating is that Lake Placid really is a lake. Frozen. Solid.

Their Lake Placid is better known as a winter and summer resort area. Our trip was to enable my granddaughters to go snow skiing. That means to expect cold. REALLY cold. When we checked in around lunch time, the temperature was 3 degrees. Little did we know that was a warm spell. It stayed around -10 degrees in the daytime and minus 20 at night. It warmed up to +15 degrees the day we left. I had forgotten how cold **COLD** really was! Lucky for me, they bought me something called Hot Chillys thermal underwear. They look like panty hose, but without the feet, and definitely work!

Now if someone says, "Upstate New York", I automatically shiver.

The ski lodge we stayed at was great. It was the highly-rated Whiteface Lodge (<https://www.thewhitefacelodge.com/>) and was really nice. They had two buildings that were connected by a tunnel, so you did not have to go outside to get to the heated pool. The pool had both an indoor and outdoor section, where you could swim in warm water while your hair froze... not kidding!

The room we stayed in was really a 3-bedroom suite. Two of the bedrooms, each with a bath, were upstairs. Being a special guest to the family, I got the whole downstairs area with a fireplace to myself. I did not know such a thing even existed in hotels. I was told some people have purchased suites in this place, for about a gazillion dollars I bet.



The view from my window was Winter Picture Perfect. The bottom of the building was the exit to go over to the other building if you did not want to use the tunnel. I did see a few people walking out there.

To the right is the ice skating rink. No tunnel to that. To the left is the second lodge building. That is where we had Frozen S'mores. Never heard of that? Me neither. Where you go in, there is a big outdoorsy room with a wood-burning fireplace. The room is basically unheated. Our last night, we went over to have S'mores. Everything was there, marshmallows, Hershey Bars, Graham Crackers, and of course wire thingies for toasting the marshmallows in the wood-burning fireplace. Even before the first marshmallows are done, I am thinking being outside in -15 degrees (yes, MINUS) is just plain nuts. I find another fireplace just inside the door, so we all gleefully move inside where it is warmer. Much better, the marshmallows would actually toast and melt.



On the first round, we had limited success. You know how the chocolate melts and oozes out when you try to eat one? Not this time. The chocolate was cold and rock hard. It seems the -15-degree Hershey bars are hard to warm up. Jason solved the problem by toasting the graham crackers with the chocolate on them first. Much better!



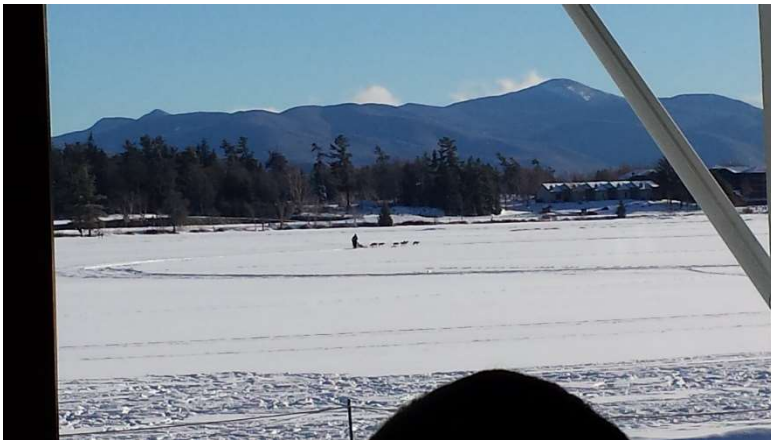
This fireplace was in the dining room. It was not that cold here, but the girls never pass up the opportunity to pose for a picture.

You know when you are in an upscale place when they do not put squeeze-bottles of ketchup on the table. Instead, you get those little 2-ounce bottles you don't have to share. I brought back a few, which I am willing to sell for \$10 each.



Our last full day there, we ate at a small restaurant sitting on the bank of Lake Placid. Left to right is Jason, Juliana, Jacquie, and Jasmine. “Jules” is 5 years old and “Jazzy” is just a few days shy of 9 years in this picture. If you have not guessed yet, they all have “JLH” for initials. No fights over using the wrong monogrammed towels in their house.

I knew the food was going to be good because they had a 1-hour wait to get in. That was okay because it took us an hour to find a parking spot. With the snow piled up 4 feet along the road, parking spots were pretty rare.



The food was very good, and we even had a show. The lake was frozen, just like the Hershey Bars, so no boating here. Instead, there were a couple of dog sled teams out there circling around. I am not sure if it was for practice or fun, but they were out there the entire time we were eating.

Sorry, no pictures of the ski area. Unlike like Deer Valley, UT, where the ski lift was outside the back door, here the slopes were about 20 miles away. Jason and I did not go skiing because he did not want to break something and ruin his current lifestyle, and me for the same reason. We would drop the girls off and hang out by the fireplace for some much-desired Father-Son bonding.

Overall, it was a great trip. If you are still wondering how this ties in to the Boat Club, it was **Lake Placid**, was it not?

Safety Harbor Boat Club:

2018 Calendar of Events

SafetyHarborBoatClub.com - Dates are subject to change

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

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

If you wish to crew, then be at the marina 45 minutes before the start of the race.

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

January

1-3 Meeting 6:30 pm
1-10 Race 4 pm
1-14 Change of Watch 12:30 pm
1-20 Race 10 am
1-24 Race 4 pm

February

2-7 Meeting 6:30 pm
2-10 Race 10 am
2-10 Valentine's Day/Marti Gras
Party 4 pm
2-14 Race 4 pm
2-24 Back Bay Triangle 10 am
2-28 Full Moon Race 7 pm

March

3-3 Race 10 am
3-7 Meeting 6:30 pm
3-14 Race 6 pm
3-17 Race 10 am
3-17 St. Patty's Day Party 4 pm
3-28 Race 6 pm

April

4-4 Meeting 6:30 pm
4-11 Race 6 pm
4-14 Race 10 am
4-21 Bicycle Outing
4-25 Race 6 pm

4-28 Full Moon Race 8 pm

July

7-4 Dock party
7-11 Other Event - TBA
7-21 Race - 10 am

August

8-8 Other Event - TBA
8-18 Race 10 am

September

9-3 Race 10 am
9-3 Labor Day Party 4 pm
9-5 Meeting 6:30 pm
9-12 Race 6 pm
9-22 Race 10 am
9-26 Race 6 pm

October

10-3 Meeting 6:30 pm
10-10 Race 6 pm
10-20 Race 10 am
10-24 Full Moon Race 8 pm
10-27 Halloween/Chili Cook-Off
4 pm

May

5-2 Meeting 6:30 pm
5-9 Race 6 pm

5-19 Race 10 am
5-23 Race 6 pm

5-28 Steve Doherty Race 10 am
5-28 Memorial Day Party 4 pm

June

6-6 Meeting 6:30 pm

6-13 Race 6 pm
6-23 Race 10 am
6-27 Race 6 pm

November

11-3 Race 10 am
11-7 Meeting 6:30 pm-FOOD
DRIVE
11-14 Race 4 pm
11-17 Commodore's Cup 10am
/Dock Party
11-28 Race 4 pm

December

12-5 Meeting 6:30 pm-TOYS FOR
TOTS
12-8 Race 10 am
12-12 Race 4 pm
12-26 Race 4 pm

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 24th of the month, they will be held over for publication and not included in the latest issue.

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

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

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