



# S.H.B.C. Sentinel

August 2018

V6N8

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.

## **NO GUEST SPEAKER or AUGUST MEETING**

BY ELLEN HENDERSON

Do **NOT** show up at the SHBC Library, as we are NOT having an AUGUST CLUB MEETING, which was decided by the Club Board Members. Instead, there will be a Social event planned by the Board at a future date in Aug. See details in a separate article. Our next scheduled SHBC Meeting will be Wed., Sept.5th.



**Tuesday, August 7th @ 4:30pm-5:45pm** Visit for a meet and greet with beverages provided at the NEW **Island Nautical Marine Center** in the Warehouse Arts District! Be introduced to the other companies in our building: Gulf & Bay Dock Wraps, Gulf & Bay Divers, Yacht Sales International, Mauri Pro Sailing, Gotcha Covered Canvas, The Yacht Riggers, and Doyle Sails Gulf Coast. The Island Nautical Marine Center is a One-Stop-Shop for all your boating needs!

Afterwards they are heading across to 3 Daughters to participate with Robert's dance group, Fred Astaire Dance Studio for Salsa & Brews. <https://www.facebook.com/events/1714082588713012/>

# SHBC Sailors Giving Back to the Community

By Mark Kanuck



June turned out to be a good month for Safety Harbor's Youth Summer Sailing Program. During the four-week period, members of our own SHBC Boat Club served as volunteers assisting full time sailing instructor Sara Beth Reeves in teaching local children, between the ages on 8 – 13, the basics in sailing skills and got all of them to single hand the city's "fleet" of six Optimist Prams. Classes were held at the beach area in Phillipe Park and ran from eight in the morning to 1 in the afternoon. Volunteers included **Dale Cuddeback, Millie Rasta, Brian and Phyllis Garry, Ron Poison, Emily Wagner and Mark Kanuck.**



Volunteers assisted Ms. Reeve's students with instructional practices, learning sailboat rigging, knot tying, points of sail and nautical terms. Like most of us who can recall being at that age, just keeping the children's attention spam focused on what Sara Beth was teaching was enough of a challenge. But after a day or so most of the children were glad to have someone help them with learning to tie knots or gently critiquing them on how they rigged and tore down the boats. You could see the satisfaction on many of their faces when they'd done something correctly. Each one of

the students learned something from us "Old Salts". All of us were amazed at the incredible skill and patience of Sara Beth Reeves.

It was a terrific experience for all the volunteers and one that we hope we can do again next year.



**THIS SPACE FOR RENT.....**



**Tour of the Yuengling Brewery in Tampa**  
**11111 N 30th St, Tampa, FL 33612**  
**August 22nd, 10:30 AM**

We could meet there, or carpool at 9:00 AM from the SHBC Library.  
Please RSVP to [shbc4fun@gmail.com](mailto:shbc4fun@gmail.com), here are all the details:

**How long do tours last?**  
Approximately 45 – 60 min.

**Do you have to be 21+ to go on a brewery tour?**  
All ages are welcome. A valid ID is required to sample Yuengling products at the end of the tour. There is soda available for those under the age of 21 and visitors who prefer non-alcoholic beverages.

**How can I prepare for my tour?**  
Please remember this is a working and actively running brewery. You will encounter a real manufacturing environment. Here a few reminders:  
1. All tour visitors must wear completely closed shoes. No sandals, flip flops, clogs, Crocs, or anything with openings around your foot is acceptable. It must be a completely closed shoe. To be safe, sneakers work best.  
2. Due to portions of the tour being outside and for the safety of our visitors, we reserve the right to cancel or postpone the tour during inclement weather.  
3. During the tour, visitors may experience sudden changes in temperature throughout the brewery. You will also experience elevated noise levels in various departments.  
Please note the tour is not wheelchair accessible. Be prepared to walk stairs.

Visitors can enjoy a free sample (ID required) or visit the gift shop while visiting the brewery if they choose to opt out of tour.

**Can I arrange a private tour?**  
Reservations are required for groups of 15 or more. Call (813)-972-8529 for more information.

**Is there parking at the Tampa Brewery?**  
Yes, there is a parking lot.

**Can I bring a dog to the Tampa Brewery?**  
Pets are not permitted.





# Notes from your VC 08/2018

Things to participate in, Dates to remember

## August 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

### No Club-Meeting in August

**Aug. 18: 10:00 AM Race at the Marina**

(Watch for race announcement in your in-box).

**Aug. 22: 10:30 AM Touring the Yuengling**

**Brewery in Tampa. Please RSVP for mode of transportation preference.**



# Notes from your VC 09/2018

Things to participate in, Dates to remember

## September 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	<b>3</b>	4	<b>5</b>	6	7	8
9	10	11	<b>12</b>	13	14	15
16	17	18	19	20	21	<b>22</b>
23	24	25	<b>26</b>	27	28	29
30						

**Sep. 3:**

### **LABOR DAY**

**10:00 AM Race at the Marina**

**4:00 PM Labor Day Party**

(Watch for detail announcement in your in-box).

**Sep. 5:**

**6:30 PM Meeting at the Library**

**Sep. 12:**

**6:00 PM Race at the Marina**

**Sep. 22:**

**10:00 AM Race at the Marina**

**Sep. 26:**

**6:00 PM Race at the Marina**

(Watch for race announcement in your in-box).

# SAFETY HARBOR INDEPENDENCE DAY CELEBRATION 2018

AS ENJOYED BY MEMBERS OF THE SAFETY HARBOR BOAT CLUB

Written by Dale Cuddeback and edited by Linda Brandt  
Pix by Ellen H. and Diane Hood

It was a rainy afternoon and evening at the Waterfront Park, where the magnificent annual pyrotechnics display would be launched skyward for the viewing pleasure of hundreds of spectators. The Pier and the Marina park were filled with people anxiously awaiting the start of the fireworks. Umbrellas and rain gear were conspicuous although many seasoned Floridians were willing to endure the occasional warm summer rain uncovered. The technicians were experienced with rainy conditions and were prepared to launch as long as the fireworks could be clearly observed. Vender booths were set up in the marina parking lot to sell food, t-shirts and the usual tourist fare.

The Safety Harbor Boat Club banner was conspicuously hung on the railings of the parking lot overlooking the marina, announcing the presence of “those lucky boat people” with those ringside, unobstructed vantage points. The center finger of the marina boat dock had been prepared with three makeshift wooden plank tables mounted between utilities pilings. The tables (installed by Mark Kanuck and Dale Cuddeback) and the dock pilings had patriotic decorations added by Ellen Henderson, Meg Roseen and others as “needs” arose. The tables served as the staging point for the pot-luck delights offered up buffet-style by contributing members.



The buffet opened around 7 pm and offered ribs, chicken wings, egg-plant casserole (**see recipe this issue**) plus many side dishes. There were fruits and deserts to round out the buffet. Fortunately, no one remembered to bring flies and mosquitos. The food was truly great. Even after all our hungry members had eaten their fill, there was a lot of food left. A good attendee estimate including guests would be over 17 people. Suitable leftovers such as chicken wings were later offered to eager takers in the parking lot.



After the leftovers were cleared away, a round table “gam” was started to discuss a raft-up of the five boats who wanted to watch the display on the water eastward of the pier.

It was decided not to raft up because of the wind. The boats were Pegasus with Captain John Viverito, Island Girl with Captain Dick Greenhalgh, Incentive with Captain Dale Cuddeback, Prevail with Captain Douglas Pool and Star Wind with Captain Mark Kanuck. An estimate of over thirty people were on the boats and PFD's were provided for each one in case a law officer reads this narrative. (an accurate count of boaters and names is risky here for fear more people went out than came back, just kidding - I hope) However, Ellen insisted that I provide the number of people on the boats in case of legal action.

The five boats' captains chose to either anchor or motor outside of the “DMZ” established by patrolling



marine police boats with flashing blue lights. Several members chose to stay on the docks to watch the fireworks. The fireworks were great and the rain held off.



Afterward, the usual crowds gathered on several boats to visit and tell sea-stories. As predictable on Incentive, there were many conversations going at once with no listening. For those concerned about missing some tidbit of important information or rumor,

don't worry. Well, maybe there was a rumor or two but nothing that will survive a good night's sleep. In summary, everyone seemed to have a good time. At least no one called the police on us.

## VHF Radio for Sale

By Connie Pope

Mikey,  
Hello! Long time no see!

I'd like to sell my brand new in the box West Marine Floating Two-Way Marine Radio. Model: West Marine VHF 160 (pics attached) Never used, brand new in the box. Asking \$99 Can you post on the SHBC website and the newsletter?

Thanks  
Connie (Pope)  
727-744-9812 cell



## New Member – Dale Nieman

Bio and Pix by Dale N.



Dale has been sailing since moving to Clearwater in 1970. All are small boats, mostly 17' or less. He came from Quincy, IL via St. Louis. He was raised on the Mississippi River and was constantly on the river from about 5 years old. Quincy is about 20 miles from Hannibal, MO, the home of Mark Twain. He had a lot of the same adventures as the kid that Mark Twain wrote about.

When he moved to Clearwater, he had never sailed. After seeing many sailboats on the waters in this area, he decided he wanted to learn to sail. "I had only used motor boats previously. So, I went to the Clearwater Library and got most all the books they had on learning to sail". He bought an 11' Styrofoam sailboat and taught himself how to sail. This was a very good boat to learn on because if you blinked you capsized. Since then, he has built 6 small wooden boats. Listed below are the boats he presently owns (anyone say he has way too many boats?). He has built all of them except the Summer Breeze.

Pygmy Coho Kayak 17' 6"

CLC Petrel Play Kayak 14'

B&B Yacht Design Core Sound 17 sailboat 'Lively'

B&B Yacht Design Core Sound 17 mk3 sailboat 'Summer Breeze'

B&B Yacht Design Marissa 18' motorboat 'Salty'

## SHBC BIRTHDAYS

BY ELLEN HENDERSON, PIX BY ARCHIVE

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

### Birthdays:

8-8

Bruce Gotts

8-15

Patrick Whelan →



If we missed your special day, it's because you didn't let us know it. So, send your Birthday & Anniversary dates to: [ellenmaehenderson@hotmail.com](mailto:ellenmaehenderson@hotmail.com)



# THE ONLY SHBC RACE IN JULY, PLUS A DISMASTING

BY LOIS LANE (aka:ELLEN HENDERSON); PHOTOS BY the 2 JIMMY OLSEN's (aka: JOHN VIVERITO and TINA BASTIEN)

On a beautiful Sat. on July 21, various racers scrambled to get on as crew on the following boats:  
**"Pegasus": John Viverito + New Member Debbie Roberto and Ellen Henderson**  
**"Wanderlust": Ron Poirson + Commodore Joan Marzi and guest Mike Kyle**  
**"Incentive": Dale Cuddeback + guest, Tina Bastien and Clarence Noles** (who had to leave as work called)

Since the wind was coming from the S/W (240 degrees), we on **"Pegasus"** set the Start-Finish Mark, so that the line was square to the wind for an interesting start. The plan was to do a windward button-hook turn around the favored port end, then proceed downwind toward the **Orange Mark** with a port rounding and back to the S-F line with possibly 2 more repeat legs, if the wind gods cooperated and the summer rains held off.

Before the 10:18 am start, **"Incentive"** had trouble with their down-haul on their jib tack, necessitating some quick fixes by skipper **Dale. John V.** decided that, since the wind was starting to kick up and we had the beginnings of white caps, it was time to reef the main on his **21' Precision**, the smallest boat in the fleet.

**"Incentive"** again had ringer **Tina Bastien** as crew, so they were first over the line. **"Pegasus"** was only seconds behind them. **"Incentive"** chose the left, north side of the downwind leg and went immediately wing-on-wing, while **"Pegasus"** opted to try putting the whisker pole out on the port side along with the main for a very broad starboard reach. We were willing to try anything in order to pass **"Incentive"**, to which we owed corrected time. Of course, having a reefed main didn't help us on this downwind leg. **"Wanderlust"** was now starting to gain on **"Pegasus"**, so we also went wing-on-wing, which helped us go on a course closer to the Orange Mark. Our heading changed from 90 to 120 degrees.

At the Orange Mark rounding, **"Incentive"** was ahead of **"Pegasus"** by 2 min. and 30 sec. **"Wanderlust"** was about 5 min. behind the fleet.

On the second leg **"Pegasus"** was starting to pass **"Incentive"**, because our reefing was really helping us now. About 15 min. after the Orange Mark rounding, all of a sudden we heard a VHF radio transmission from **"Wanderlust"** informing the fleet that they had just been dismasted!

**Race-Chair John V.** immediately called the both **"Incentive"** and **"Pegasus"** took their sails and hastily motored over to the site. **John** observed that the wind was increasing, possibly overpowering his small he chose to go back to the SH Marina to bigger power boat to assist in the rescue On our way back, it started to lightly rain goodness for foul weather gear) and there many ominous storms brewing in the area. A radio discussion ensued re: calling the Coast Guard, but that notion was rejected.



race and down accident ever boat, so find a effort. (thank were

Meanwhile, when the port chain plate gave way on **"Wanderlust"**, crew **Joan Marzi**, who was on the helm, was brushed by the back-stay, as she was falling toward the boat's starboard side, thus bruising her arm.



Amazingly, no one else was injured. **"Incentive"** circled the boat from a safe distance, so as not to get entangled in the rigging, but they were at the ready if **"Wanderlust's"** crew had to be rescued from a possible boat sinking. Since none of the Fleet had cutters, **Ron P.** unscrewed the rigging by hand in order to retrieve his main sail and jib roller furling system plus his boom, sheets and blocks. This process took quite some time.



member rigging wreckage rigging, saved bolt resurrect

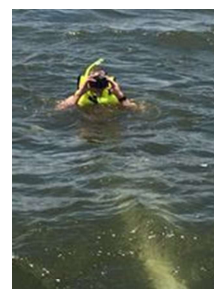
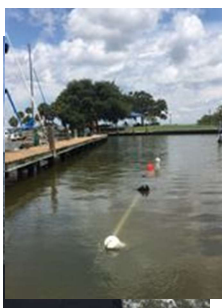
Unaware of the current status update, upon arriving at the dock, **"Pegasus"** found **Superman** (aka **Mike Penley**), who owns a 30' Power Boat, **"Let's Go"**. **Mike P.** got his bolt cutters and he and our **"Pegasus"** crew jumped aboard the Power Boat to assist in the rescue effort. As we were exiting the SH Channel, we encountered both **"Incentive"** and **"Wanderlust"** on their way into the docks. What a site to see a dismantled sailboat under power; it looked like a sad little powerboat. **Ron P.** was thrilled that we on **"Let's Go"** would go out and retrieve his mast and remaining rigging.

Even though the accident happened west of the **Orange** took us nearly an hour to locate the wreckage, as it had sunk under its own weight, even though **Ron P.** had attached 2 orange life jackets and a fender. There were lots of shiny traps strewn about in the choppy seas, giving us false hope at each sighting. Evidently, the tide must have changed **"Wanderlust"** also drifted North and East past the **Mark**, because that's where we finally saw a glimmer of an life jacket with very powerful binoculars, after **"Let's Go"** surveyed many grid quadrants (like the Coast Guard does) while doing our search.



**Mark**, it sunk bright crab hope at early, as **Orange** orange

After lassoing the errant mast base and tying it off to **"Let's Go's"** a safe distance, our hero **Mike P.** went overboard with snorkel equipment and a light weight neck life had to dive to raise the mast and rigging from the depth bottom. **Mike** then attached several more which evidently have more heavy-weight flotation life vests do. He made a bridle and we towed the back to the dock. We had to adjust the tow lines entering the Marina to navigate the turns. **Mike** positioned **"Let's Go"** along the long Middle Dock and we discharged the mast and rigging and tied it to various pilings temporarily, while he re-docked his boat. The hardest part for the six of us was lifting the mast, spreaders and rigging out of the water onto the long middle dock, which we finally accomplished after much tugging and grunting.



stern from with jacket. He 9 1/2' fenders, ability than rigging upon

**Ron** graciously treated all the rescuers to a **Cuban Sub Party** and **Joan** went to the Deli to get the "goods". We celebrated the recovery at the SH Marina Pavilion, where we all had an opportunity to re-enact the dismasting without embellishments. (Ed.: Yeh, right!) Now **Ron** will have to deal with his insurance company and find just the right rigging company. The good news is he has a whole month until our next race on Aug. 18.

Wanderlust preparing mast  
Wanderlust heading to the Marina  
John holding the mast  
Mike Penley attaching flotation  
Mike securing the mast



Beginning the mast tow  
On the way to the marina  
Preparing to let the mast loose  
Mast is loose  
Getting mast onto the pier



## Recipe for Eggplant, Cheese and Mushroom Dish

BY SKIP MEADOWS; PIX BY SCOTT HOOD



This delicious dish was served at our **SHBC 4TH OF JULY Dock Party**. We asked **SKIP MEADOWS** to share her easy recipe and are sure lots of members will enjoy recreating this wonderful dish that she concocted.

1 large eggplant washed and sliced into  $\frac{1}{4}$ -inch medallions. Cut ends off but leave skin on.

1 package shredded mozzarella cheese

1 jar of Paul Newman garlic marinara

1 onion sliced

1 pkg. mushrooms sliced

Olive oil

Butter

Parmesan Cheese



Sauté sliced onions and mushrooms in olive oil and butter.

While you are doing this, bake eggplant in 400-degree oven for about 15-20 minutes.

Now put onions and mushrooms in bottom of lasagna pan and then layer eggplant, marinara, and cheese.

Put another layer on in the same order

Spread parmesan cheese over pan lightly

Bake at 350 for about 20-30 minutes.

You can remove seeds from eggplant if you choose, but I left them in.

**Skip Meadows** 727-480-2122

## **SHBC ALMOST A FULL MOON RACE - WED. - 6/27/18**

BY ELLEN HENDERSON

Since this was to be the last Wed. night race until Sept., it also had special significance as it was the night before a complete full moon. The usual suspects and their crew showed up: **Co-Race Chair, John V.'s** boat "**Pegasus**" with crew: new SHBC Member **Meg Roseen** and **Ellen H.; Dale Cuddeback.** on "**Incentive**" and his ringer, **Paul Matthews**; plus "**Wanderlust**" with **Ron P.**, whose crew were another ringer **Tim Kim** and new member **Bruce Mellinger.**

Since the wind was coming from the W-S/W at about 8-10 kts. and our White Mark was still MIA, the decision was a westerly windward start with a button hook turn toward the East against the incoming tide, onward to the Orange Mark, then a windward leg back to the S/F Line. The start time was 6:15:00, with a big wind shift to a heading of 335 degrees. "**Incentive**" was in a position to be first over the start line and was to leeward of "**Pegasus**" and in a brilliant move, forced us up to windward, requiring "**Pegasus**" to tack away and to do a 360 turn before starting. "**Pegasus**" then tacked to the left side of the course on the first leg, while "**Incentive**" tacked to the right. "**Pegasus**" tacked onto port and subsequently was first to round the **Manatee Sign**, followed by "**Incentive**", then "**Wanderlust**".

On the second leg all boats went Wing-On-Wing, with a heading range of 95-120 degrees with the 25-degree wind shifts. "**Incentive**" went to leeward and passed "**Pegasus**". "**Wanderlust**" also went to leeward, but never passed "**Pegasus**". "**Pegasus**" then went up to windward and finally passed "**Incentive**". "**Pegasus**", however went too high (what goes up, must come back down) and "**Incentive**" got ahead at the **Orange Mark**. But they missed hitting the mark by inches, as it was still a strong incoming tide. The order of rounding was: "**Incentive**", "**Wanderlust**" and finally "**Pegasus**" about 1 min 30 sec behind the lead boat. So, it was still a fairly close race.

And the last shall be first. "**Incentive**", which prefers to not tack very much on windward legs, sailed north "outside the cone". "**Pegasus**" stayed inside and got ahead of "**Wanderlust**". "**Pegasus**" tacked onto port at a heading of 340-350 degrees, which was an indication that the wind continued clocking around, further pushing the north-facing boats away from the Finish Line. "**Incentive**", now on starboard tack, fell behind "**Pegasus**" by 2 min 40 sec. At this point "**Incentive's**" port jib block sheave failed and the sail flailed about for quite some time, until

Quick Thinking crew **Paul M.** took the lazy sheet around to recapture the Jib. Fortunately, **Dale C.** had an extra block, so they were able to carry on to finish the race.

We on "**Pegasus**" did the math before each of our windward tacks, making sure that we stayed in a + VMG, thus increasing our lead by nearly five minutes at the Finish. Despite "**Incentive's**" jib sheet problem, they finished only four seconds behind "**Wanderlust**", assuring them a second place, on corrected time. Graciously, "**Incentive**" hosted another fine post-race party. What a wonderful evening on the water as the nearly full moon was rising out of the East.

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

**Starting Wind Direction: W/S/W @ 8-10 kts.**

**Start Time: 6:15:00 pm.**

	<u>Vessel</u>	<u>Crew</u>	<u>Finish Time</u>	<u>Elapsed Time</u>
1)	<b>Pegasus</b>	3	7:22:54	01:07:54
2)	<b>Wanderlust</b>	3	7:27:39	01:12:39
3)	<b>Incentive</b>	2	7:27:43	01:12:43

## **STEVE DOHERTY MEMORIAL RACE & CUBAN PICNIC**

By Ellen Henderson, Pix by Ellen & Meg Roseen

Since the Club canceled the previously scheduled **STEVE DOHERTY MEMORIAL DAY RACE AND PARTY**, due to bad weather, it was rescheduled for **Sat. June 23**. The competing boats and race crews were: **S/V "Wanderlust"** with **Capt. Ron P.** and crew **Commodore Joan M.** and Guest, **Valentine**, a teenager **Ron** recruited from the **SH Kids Summer Sailing Program**, whose extensive previous sailing experience was on a Sunfish; **S/V "Incentive"** with the handsome **Capt. Dale C.** and crew **Emily W.**, **Club Facebook Mgr.-Paula Taylor** and ringer **Tina B.**, who had also crewed for this writer in the recent BCYC Bikini Cup (nee Women's Challenge); **S/V "John Marie"** with solo sailor **Chris G.**; and **S/V "Pegasus"** with **SHBC Race Chair/Capt. John V.** and crew: guest and potential Member **Debbie Roberto** and **Ellen H.** **Gerry Corbino** brought out his **Beneteau, "Rum Boogie"** to tag along, but not race.

The race was scheduled to start at 10 AM, but due to waiting for last minute crew to show up, dropping the S/F line mark, getting sails up it was delayed until 10:29:00. Since there was very light wind at the start (6-8 kts) and the wind was S-S/W, **John V.** chose a course heading windward West to the Manatee Sign, then East downwind to the Orange Mark and back tacking to the Start/Finish Line.

It was also an incoming tide for most of this race, which turned out to be an advantage for "**Incentive**", which was first over the start line and they got a big jump on the other boats. They were followed by "**John Marie**", then "**Pegasus**" and finally "**Wanderlust**", which was the scratch boat. Maybe their strategy was to give everyone a head start, then shame us all when they passed by us. We on "**Pegasus**" knew we had to get away from "**John Marie's**" dirty air, so we dropped way below them for clean air. "**John Marie**" tacked twice, while "**Pegasus**" tacked three times to stay inside the "cone". In doing so, "**Pegasus**" was able to pass "**John Marie**" before arriving at the first mark but was still 02 min. and 30 sec. behind "**Incentive**" as they rounded first. "**Wanderlust**" was third around, followed by "**John Marie**".

"Wanderlust" was starting to make her move, but to no avail. On the second leg towards the Orange Mark, all of the boats went Wing-On-Wing, as the wind had now shifted more from the West. At the Orange Mark rounding "Incentive" was first around, followed by "Pegasus", "John Marie" and finally "Wanderlust".



On Leg #3, from the Orange Mark to the Finish Line both "Incentive" and "John Marie" sailed way north and "John Marie" went aground for a short while on the oyster beds. This put "John Marie" far enough behind the fleet, that they dropped out of the race. "Pegasus" tacked shortly after rounding the Orange Mark to stay inside the cone and we also thought the wind was better on the left side of the course. Boy, were we wrong!

"Incentive" finally tacked onto starboard and zoomed to the Finish 4 min. and 15 sec. ahead of "Pegasus". "Pegasus" crossed tacks with "Wanderlust", which had to duck below us, as they were on Port tack. See finish order and race results below.



After finishing the race, the Fleet gathered at the Marina Pavilion to enjoy the pre-ordered Cuban Subs and munchies plus libations supplied by the racers. Dale C. and his "Incentive" crew accepted the Steve Doherty Memorial Trophy, built by Race Chair John V.



**RACE RESULTS:**

Start time: 10:29:00

	<u>Finish Time</u>	<u>Elapsed Time</u>
1. Incentive	11:40:29	01:11:29
2. Pegasus	11:44:44	01:15:44
3. Wanderlust	11:49:49	01:20:49
5. John Marie	DNF	



# THE RACE OF MANY EXCUSES - ADRIFT AGAIN!

With a Bonus Movie Review

By Ellen Henderson

On Wed., June 13 two boats showed up to race: **"Incentive"** with **Skipper Dale Cuddeback**. and **Crew: Paul Matthews, Bruce Mellinger and Emily Wagner** plus **"Pegasus"** with **Owner John Viverito** and Crew: guest **Debbie Roberto and Ellen Henderson**. The start was at 6:01:00 pm. **"Incentive"** quickly passed **"Pegasus"**, which noticed that there was a major storm brewing, coming from Tampa. **Racing Chair, John V.** made the executive decision and suggested that we call the race due to the impending storm. All were in agreement.

However, the gods of outboard motors were not aligned, as **John V.'s** wouldn't start. So just like in the recent movie that we as a Club. had seen at the Countryside Mall, we were **ADRIFT!** Fortunately, we had Life Jackets and Foul Weather Jackets for the anticipated storms and high seas.

Our next worry was dismasting and subsequently being adrift for many days (**See separate article on a Dismasting during an SHBC Race**). We also had extra water and snacks to sustain us for the impending ordeal at sea. Fortunately, our radio antenna was still attached to the top of the boat's mast, so we were able to get a response to May-Day calls to **"Incentive"**, as we had run out of gas for the outboard and the wind would have been on our nose for trying to short tack up the Marina, which would have led to being aground, which would have been worse. **"Incentive"** obliged and towed us into the SH Marina for a safe landing into **"Pegasus's" boat slip**.

**"Incentive"** hosted the Party as usual, where we watched the storm move around us to the North. Oh well, at least the Party was great.

## Movie Review:

Tues., June 15 a total of 20 souls (15 SHBC members and 5 guests) showed up at the Cobb Theater in the Countryside Mall to watch the new movie **"ADRIFT"**. Some showed up in Life Jackets and Foul Weather Jackets, while others wore their Sailing Gloves. We were well prepared for the Hurricane and the 50' sailboat's dismasting and subsequently being adrift for 41 days. We also had extra water and popcorn to sustain us for the impending ordeal at sea.

This was to have been the trip of a lifetime boat delivery from the Philippines to San Diego. Fortunately, our heroine knew how to use a sextant (how many in SHBC do?) and had paper charts to plot her course. Unfortunately, she forgot that their radio antenna was attached to the top of the boat's mast (which was in the water), so she was unable to get any response to her May-Day calls. She was at least astute enough to cut away the broken rigging, before it could put a hole in the hull.

She jury-rigged a mast forward, using the boat's boom and a tiny storm sail. Peanut butter sustained her and her intermittent ability to spear fish, while line-tethered to the boat. Sushi never tasted so good to a vegetarian. Finally, it rained, so she was able to refill her water supply. She was very lucky and took a left turn (to port) and landed in Hawaii. The time was 1983 and it resulted in a book and this subsequent movie. This writer highly recommends the film and can hardly wait until it comes out on DVD, where they'll hopefully explain the CGI Effects of the Hurricane.

# LAND CRUISE TO PICES - 6/21/18

By Ellen Henderson; Pix by Jean Pellegrini and Ellen



On Thur. June 21, several **SHBC sailors and guests** land cruised to the **Pices Suchi and Global Cafe on Main St.** in **Dunedin** for a very enjoyable dinner followed by the entertainment of **Peter Suarez** and **Vicky**. **Peter**, who is a sailor and keeps his **Cape Dory 36'** in the **Gulfport Marina**, is also an **accomplished musician, actor and choreographer**. We previously had seen his **One-Man Show "Chameleon"** at a small **Theatre in Gulfport**.

On this Thur. evening, **Peter** and **Vicky** sang and played guitar, violin and a saxophone. Their program included **Irish Tunes (Peter was in his Gaelic character all evening), American Folk songs and great Jazz pieces.**

After a tour in Michigan over the Summer, they will be returning to Pices again in Oct. Perhaps the club can catch their show then.



## **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  
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