



S.H.B.C. Sentinel

April 2019

V7N4

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.

CHRISTY EDWARDS - IN MEMORIAM

By Ellen Henderson; Pix by Archive



The world is a lesser place since our club member **CHRISTY EDWARDS** passed away on March 24 after a brave battle with cancer. She was smart, funny, open-minded, talented, compassionate and adventurous. **Christy** loved the world and traveled with hubby Tom Potter back and forth from their home on Long Island to their St. Pete condo, trailering their **MacGregor 26M' "Watercolor"** each November to spend the Winter Season sailing in our warm waters.



They have been active members of SHBC since 2012, when **Christy** skippered a borrowed sailboat in her first Bikini Cup race. The following spring, they bought their sailboat, which **Christy** raced both on

Long Island Sound in the Summer and **Boca Ciega Bay** and **Tampa Bay** in the Winter. She also crewed on various boats for the **SHBC races**. They participated in many of our Club cruises and other fun activities over the years.

Christy grew up along Long Island Sound, where she spent many years power boating and windsurfing in it's windy/choppy waters.

As a professional artist, **Christy**, took the lead when it came time to decorate our **SHBC Float** in the **SH Annual Christmas Holiday Street Parade**. We extend our deepest sympathy to Tom and their children for their great loss.

GUEST SPEAKERS FOR SHBC **APRIL 3rd** MEMBERSHIP MEETING

BY ELLEN HENDERSON - PHOTO BY CYNDI FOISY



Plan to attend our **Wed., APR. 3rd** SHBC meeting at 6:30 pm at the Safety Harbor Library. Our guest speakers will be **CYNDI FOISY plus Cameron Kemker, Evana Foisy and Giana Montevago**, whose presentation will be "SCUBAnauts International".

RECAP OF GUEST SPEAKER FROM MAR. 6TH SHBC MEETING

ARTICLE & PIX SUBMITTED BY ELLEN HENDERSON



Our guest speakers were **Brian and Phyllis Garry**, who's presentation was "**North to Alaska**". This included both a sailing and a land adventure. To celebrate their 53rd Wedding Anniversary, they started out on a **Celebrity Cruise Line** ship out of **Vancouver, Canada** and made their way to **Ketchikan, Alaska**, where they saw brown bears. While on board the ship, they were entertained by **David Klinkendahl**, a world-renowned violinist.

They next went to **Icy Point**, where they observed salmon spawning. The glaciers were 600-700' above the ocean. There were lots of ice flows calving into the sea. They stayed in a 100+ year old Hotel and they took the Yukon train for 127 mi. to **White Horse**. Along the way they noticed that the river looked milky, which was caused by the granite flow.

Next was a trip of 500 mi. down the **Skagway River**. The railroad had taken them to the area of the **Klondike Gold Rush** of 1897, where 2 tons of gold were initially discovered. A giant snowblower was used in front of the engine to clear a path along the tracks.

On board their ship, they had a Greek Captain and Crew. At **Seward**, they noticed lots of sailboats out for a cruise. **Brian and Phyllis** also went sailing on a 110' Catamaran, the "*Calisto Voyager*". Along the way they saw sea otters, which were very cantankerous. The wildlife was abundant with seals, sea lions, orca and humpback whales.

The daytime air temp was 59 degrees, so it was comfortable. They went to a Seaward Indian (Indigenous American) village. Their journey took them to **Mt. McKinley @ 20,000'** and on to **Wasilla**. They ventured into the **Denali National Park**, where no firearms are allowed and it's the venue of the recent Iditarod Dogsled Race. They went to a dogsled training camp, where the dogs run 40 mi each day and eat salmon.



This is a shot, in front of the Mulholland Glacier, near Juneau, AK. Still actively moving forward, to the sea.

They also saw Dahl sheep weighing up to 2500 lbs. Last year Alaska experienced over 100 earthquakes. **Brian and Phyllis** next took the train, "The Wilderness Express", which ran along the river to **Fairbanks**, where they noticed flowers unexpectedly growing. They also saw signs of great distances from **Fairbanks**, i.e.; 5020 mi to Panama City. When they journeyed to **North Pole, Alaska** they were 70 miles from the Arctic Circle.

For their presentation, **Brian and Phyllis** wore **Alaskan** garb, including Malamute hats, Mukluks and sweaters. **Phyllis** also prepared and served a smoked Salmon on crackers tray and Blueberries that she brought home from **Alaska**. They had a wonderful 5 wk. trip.

WELCOME NEW MEMBERS: Dr. MARC AND EILEEN BERGER

By ELLEN HENDERSON AND PIX by EILEEN BERGER



EILEEN BERGER was the **Sales Manager** for **Black & Decker** based out of **San Juan, PR** and her territory was from **Bermuda** to **Trinidad**. While there, **Eileen** was introduced to some fun sailing in the **Caribbean**. She later relocated to **Cincinnati, OH**, where she continued lake sailing.

In 2006 **Eileen** joined **Bay Sailors**, a local Tampa Bay cruising club, where she was introduced to and fell in love with racing in their annual **B/S Cup**, in which she took 2nd & 3rd place in respective years. **Eileen** also was introduced to and fell in love with **Marc Berger**, who once they were married, they were kicked out, as it's a Singles Only sailing club.

Marc started sailing in college at **Pasadena Cal Tech**. He was racing a **13.6' Flying Jr.** He then took up **Laser** racing while in Medical School and raced in the **Coupe de Defi Voile**, on a **Laser** in a 10 hour down river race ending up in at **Three Rivers in Montreal, Canada**.

This was a **Ski/Sail weekend** of racing, which also involved going through the gates downhill at **Mt. Tremblant** near **Montreal** in **Quebec**.

While in **Larchmont, NY**, **Marc** did **Windsurfing** and later owned a **Catalina 22'**, which he sailed out of **Hopatcong, NJ**, while living an hour away in **Stroudsburg, PA**. **Marc** later moved to **Reading, PA** and he had his **Catalina 22'** trucked down to **Havre de Grace Marina** in **MD**.

Marc's next boat was a **C & C 30' - "The Red Baron"**, which he raced in the **Non-Spinnaker Class** out of **Dunedin Marina** from 2002-2011. He started sailing with Eileen in 2009. There's a special annual Regatta sponsored by **Skip's Bar** in **Dunedin**, in which **"The Red Baron"** competed. It's called the **"Underwear Race"** and the winning prizes go to the most outrageous costume and slowest boat. **It's basically a poker run race**, in which the competitors wear Life Jackets and Boxer Shorts and Bras. The winner gets their picture framed by a toilet seat. He has since sold **"The Red Baron"**.

They moved to **Safety Harbor** and are relocating to their new home about 2 miles away within the city. **Marc** is a **Physician**, who specializes in **Geriatrics**. **Eileen** has a delightful daughter **Kaylee**, whom we all met at our **St. Patty's Day Party** and **Kaylee**, makes great deviled eggs.

Little Harbor Cruise Reservation Confirmation/Reservation, for 12-13-14 April 2019

From our Cruise Chair, Brian Garry:

All Hand's, 

'Now Hear This!'



We just now made reservation's at 'The Inn', at Little Harbor.... which includes the Marina Slip, for our 'Wild Irish Rose'. Which is a really very nice deal.

The Hotel # 813-645-3291, speak to Clarisse to book.

Marina # 813-645-2288.

Now, if that facility is booked, please use the 'Harborside Resort & Marina', 1-800-327-2773.



They have One, Two-, and Three-bedroom suites, with Kitchen, Balconies, very large and newer facility. Complete GYM, Pool, 'Hot Tub's', and Barbecue Grill's, with parking garage underneath the 5-story facility.

If you all are going, I highly recommend you call today... without delay, and get Booked, for a Room, (which includes a Free Slip), or a room only. If you're staying aboard your facility, no problem, you will still be able to use all of the resort's many amenities... plus their lovely long beach area.

If we have enough folks, and require a private meeting facility, with bar, there is one: 'The Crow's Nest'. Maybe, meet in the Gazebos along the beach side, by their 'Long Dock/Pier' area.



Shuffle Board tourney is a possibility? Tennis, if anyone is still able? Basketball, Free Throw Shooting Contest is a possibility? Maybe a Card game... Phyllis and I will bring along our Croquet set, for Six (6 players). I believe they have Bike's to ride...?

Sunsets are brilliant at 'Little Harbor', Nights lights of St Petersburg, as well as Tampa, are visible... plus the slowly passing behemoths of the Freighters, slipping ever so closely toward the open Sea.

The Skyway center span is approximately 8.5 nm's from Little Harbor.

Nightly entertainment is every Thursday thru Sunday evenings.

Don't forget to bring your 'Kites' to Fly....

On Sunday early am, there will be a Sunrise Palm Sunday service along the water canal/creek/river...

We hope and pray that there is something special for All of Our SHBC Shipmates.

All the Best,

Phyllis & Cap'n BAG, aboard the 'Wild Irish Rose'.



813-884-2012 cell 813-886-9188 home

Happy Boating!

BRIAN GARRY

Safety Harbor Boat Club Cruise Chair

A VIRGIN BECOMES A BEGINNER SAILOR

BY WALT BARRY AND BETH GOERLITZ (Edited by Ellen H.)

We had the pleasure of sailing on Tampa Bay this February. We stayed at the **SH SPA** and sailed out of Safety Harbor, which is a delightful community.



The weather was ideal, the boat very comfortable and the **Captain/owner, Dale Cuddeback** and his **first mate, Ellen Henderson** (full discloser - **Walt's cousin**) were awesome. They are delightful people and a lot of fun to be around. **Walt** and **Beth** were down from PA, visiting Florida's East Coast for the month and made a side trip to SH.

Seeing that we are not experienced sailors, (first time for **Beth** and twice before for **Walt** (once out of the Harborage Marina in St. Pete and another time out of Tierra Verdi down by the Sky Way Bridge), **Dale** and **Ellen** made sure our adventure was safe, enjoyable and educational. (Besides sailing, we also learned all

about lolly-pop trees :-). **Beth** became a trouper and learned how to release the jib and put her muscles to work grinding and tailing the jib sheet. **Dale** put **Walt** on the helm for part of the sail down to the Big Bridge and back on a day with very good wind for "**Incentive**". No one got seasick, as we had lots of ginger snaps to go around and plenty of snacks and libations during the sail, which were difficult to keep in place, as we were healing to windward on the upwind leg.



Thank you both for such a wonderful day. An adventure in sailing we will never forget!

Walt and Beth

UPCOMING FUN 'N SUN INTERNATIONAL FLY-IN & EXPO - SATURDAY, APRIL 6

BY ELLEN HENDERSON, PIX BY ARCHIVES



Last call for the 2nd annual SHBC group excursion to the **Sun 'N Fun International Fly-In & Expo** held at the **Lakeland Linder Regional Airport** on **Saturday, April 6**. Daily admission is \$37 for adults, but **only \$10 after 5pm. Bring CASH!** On **Saturday evening** there is a **lighted airshow** from **7:30 to 9:30 pm** during which they shoot fireworks out of the planes while they do their aerobatic maneuvers. There are several area restaurants within a five-mile radius. There's also plenty of food/drinks sold at the Airshow.



We will meet **@ 3:00 pm** at the Parking Lot between 8th & 9th Ave. across from the Stuffed Mushroom on SH's Main Street, and form carpools &

will leave by 3:15 pm to attend the airshow and will get to see all of the new and vintage airplanes.



If we arrive at the Lakeland Linder Regional Airport before 5:00 pm, we will join the bunch of locals parked across the road from the entrance, as we did last year, to watch the ongoing daytime Air Show until 5:00 pm, when the Parking Lot starts to empty out for the night time participants to enter.

More information will be available at our meeting in April 3rd SHBC meeting and to sign up for the Air Show. If you can't make the meeting, call or text Ellen Henderson (727) 238-1807 with any further questions. RSVP your plan to join us for the Sun 'N Fun International Fly-In & Expo on Saturday, April 6.

SHBC BIRTHDAYS - April 2019

BY ELLEN HENDERSON, PIX: ARCHIVES

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

Birthdays:

4-2 Jan Muller (Hornbuckle)
4-16 Elaine McKenna
4-17 Betty Taylor
4-19 Susanna Lewalski
4-27 Mike Hornbuckle
4-30 Debbie Irving (Lund)<-----



MISSING RACE COURSE BUOYS

By Dale Cuddeback, S/V Incentive

Edited by Linda Brandt

Remember how long your most memorable thirty minute DIY job actually took? That's right, your most embarrassing thirty minute fiasco. I'm confident this sea tale will top yours.

The Safety Harbor Boat Club sailboat racing course (yes, we have one) consists of a start/finish line (an imaginary line between two separated buoys about 300 yards east of the pier) plus two additional buoys spaced over a mile apart serving as permanent buoys marking the race course perimeter. The buoys (marine-store bought at over \$200 apiece with four total required) have to be purchased, deployed and maintained by the racers themselves. Sure, it's an honorable endeavor but one destined to go unnoticed by the rank and file members of the boat club who, by the way, appear mostly interested in the dock parties and its fine food, and indifferent to the plight of the racers. Fair enough, I guess.

One of the problems facing the racers is that the racing buoys which mark the race course keep disappearing. There are several opinions as to how or why we keep losing the marks, but none are confirmed. By default, the race committee (John Viverito and Dale Cuddeback) feel responsible for replacing the missing marks. Currently, two of the four racing buoys are missing. Pressured by the fact that the last few races were conducted without a fixed race course, the RC decided that something had to be done.

So ... what to do? As a low budget club, we certainly can't afford to spend the over \$200 each to purchase replacement buoys. Previously, several requests were made for a US senate investigative committee to resolve what was happening to the buoys. That committee is stalled trying to decide why an object floats in the first place. A troupe of Cub Scouts is being consulted to resolve that issue, but they are being delayed while the US Forestry Service is deciding where scout campfires can be built. The US Forestry Service decision in turn is being stalled by what kind of fire ignition device should be used and how many rocks should encircle the fire. The ten-year-old girl who suggested that the tires of a truck be deflated to lower the top of a truck to get it under a low underpass, which worked by the way, is being consulted on another issue. Since then she successfully won a US Senate seat and has promised to launch an investigation into whether red ants (genus "Solenopsis") are being denied the right of sex changes. Five other senators plus staff are supporting that investigation full time while explaining that they didn't have anything more useful to investigate.

Back to the buoys. One of the theories of why the buoys were missing was that water-skiers skiing near the "white" mark could be cutting the buoy loose or relocating the buoy to make a ski course elsewhere. Pursuant to proving that theory, we built and deployed the ugliest, most useless floatation contraption that even a racer's mother would not tolerate. Our logic being that if someone could *not* conceive of any alternate use for the floatation, they would leave it alone. It went missing within the next two weeks. I don't know what that proves.

The last buoy we deployed was a kid's bouncy ball that a kid could sit on and bounce. I tried it to see if it was heavily constructed enough to serve as a buoy. I almost broke an arm. Yes, it was well constructed and only cost \$15 and offered great promise. But perhaps because it was useful for other things (i.e., entertaining kids) it lasted less than a week.

The next approach was to make a buoy so cheap (hopefully under \$10) that it would not be a big deal to replace it if lost. Dale and John were not having much luck conjuring up a buoy designs until Paul Mathews, crewing on Dale's boat, came up with the suggestion to use swim noodles anchored with cinder blocks as anchors. And so, a prototype effort was initiated by John and Dale, who probably had a combined total of 15 years of advanced college education going for them. John is a pediatrician and Dale is an engineer. Surely that was enough brain horsepower to come up with a satisfactory buoy design, at least one would think. After a great deal of head scratching and planning Dale bought three swim noodles at a Dollar Store along with duct tape. He also bought two half cinder blocks from Home Depot. Working alone but with determination, Dale wrapped tape around the three noodles to hold them together and then snaked a 25-foot length of rope through the hole in the center of one swim noodle to attach a cinder block to serve as an anchor weight.

Meanwhile, time was fleeting by and Dale's 30-minute estimate to assemble the buoy had exceeded three hours due to various mishaps. But I won't bore you with those embarrassing details. John arrived and pointed out that a weight would be needed to sink one end of the noodles so they would partially sink and float vertically in the water rather than lie horizontally on top of the water.

And so, with the sun quickly sinking further west, Dale and John drove to Lowe's to get bricks to weight down one end of the swim noodles. Up to this point we obviously had been using only half a brain in our design. Hefting bricks at Lowe's, we decided that one-half a brick would provide the necessary weight to sink one end of the swim noodles so they would float vertically. We bought two bricks because they were cheap, and two half cinder blocks remembered. We stopped at John's house to saw the bricks in half and drill holes to attach a wire to secure the half brick to the anchor rope. John was delighted to have the opportunity to use his garage workshop and tools. As a pediatrician John rarely had an excuse to swing a hammer or saw a brick in half and he was all smiles. The brick work went surprisingly well. John diplomatically hinted that it was because Dale kept his hands out of the project. But, needless to say, time was marching on. Another two

hours went by and darkness was rapidly approaching. John and Dale were beginning to sweat finishing the job that day.

Finally, back at the buoy assembly area on the marina dock, we wired a half-brick to the buoy. Our plan was to add half-bricks until the noodles floated vertically. After the half-brick was attached, we tossed the whole affair into the water to see if it would float vertically. Nope! The swim noodles still floated horizontal on the water. Then we added another half-brick, then another and then another until we had all four half-bricks attached. Amazed at our underestimation of the buoyancy of the swim-noodles, we finally attached one heavy half cinder block to the swim-noodles before they would float vertically. Remember, there were 15 years of college education at risk here and it was becoming embarrassing. Then, as my oldest son once observed to me when he was about two years old: “Dad, the dark is beginning to cover the ground.” Fortunately, there was no one else around to watch the show.

To end this embarrassing narrative, we finally got the buoy deployed and used it in our race the next day. However, that is not the end of this saga, we still have to construct one more buoy and deploy it. With the experience gained, that should only take 30 minutes. **Right!!**

As we left the marina late that evening, John remarked that the next one should go fast “because of all we learned from the things we did right.” Dale said “no, it will go faster because of all we learned from the things we did wrong.”

WHERE IN THE WORLD IS JACK YOURA??!

PHOTOS BY JACK YOURA

Hello everyone from Negros Occidental, in the Philippines!

Jack was last seen here in Safety Harbor for our Jan. Change of Watch Party, but he's now touring the world again (less boat) until June.





Change of Watch Party a Big FUN Change!

By Renee Viverito

The Safety Harbor Boat Club's Annual Change of Watch Party was held on Sunday afternoon January 27, 2019 in the Safety Harbor Sheriff's Youth Ranch Community Room. The party was hosted and organized by Ann and Mark Kanuck. Catered food from Grillsmith Restaurant was served to over 40 club members and their guests by Mark Kanuck, Brian Garry, and Jack Youra. Ellen Henderson and her choral group led the crowd in a medley of American show tunes while Joan Marzi ran a trivia game for our less musically inclined members. Mikey Hembrey, our audiovisual coordinator, presented a retrospective of our SHBC 2018 adventures. Many thanks to Ann, Mark, Brian, Jack, Joan, Ellen, Mikey and the many other members, who helped decorate, entertain, serve and clean up.

Marty Horowitz won the door prize, Ed Malek won the 50/50 and \$107 was collected in donations for the Sheriff's Youth Ranch! The party was great fun as new and old friends shared stories, congratulations, plans for 2019 and good wishes. Thank you to all who participated!

The party welcomed new 2019 officers with their new Burgees: Commodore Mark Kanuck, Vice-Commodore John Viverito, Scribe Millie Nasta, Treasurer Joan Marzi, Cruise Chair Brian Garry, Co-Race Chairs Dale Cuddeback and John Viverito, Newsletter Editor Mikey Hembrey and Speaker Recruiter Ellen Henderson.

A heartfelt farewell to our 2018 officers: Commodore Joan Marzi, Vice-Commodores Linda Brandt, Jurgen Billhofer, and John Viverito, Scribe Sherry Duffy and John Viverito, Treasurer Mark Kanuck, Race Chairpersons Dale Cuddeback and John Viverito, and Speaker Recruiter Ellen Henderson.

2018 was a busy year for the Safety Harbor Boat Club and 2019 is gearing up!

Pinellas Trail Bike Ride

By John Viverito, Pix by Unpaid Stranger

It was a sunny but dry and breezy day on March 2, 2019 when four hearty SHBC members braved the Pinellas Trail for a total ride of about 14 miles with lunch and cold brews at Johnny's Tap House in Tarpon Springs!

Patricia, John, John and Mike



St. Patty's Day Get-together

By Patricia Cole

Aye, 'twas another good day when we gathered to celebrate St Patrick's Day and the wearin' of the green. Hosted by Bob & Skip Meadows, we all enjoyed ourselves.

Ellen Henderson, Newton Parker, the Meadows', Marc & Eileen Berger, and Scott Hood decorated the place in the fine shades of Irish green with shamrocks and streamers. Of course, after puttin' it all up, at the end it had to be taken down by the same crew plus John & Renee Viverito, John Herrick and Patricia Coyle.

And there was music for dancin' and singin'! We be thankin' John Herrick for makin' that to happen with his electronic set-up. Brian Garry with his fine Irish tenor led us in song.

Thank you, Commodore Mark, for arranging for the corned beef and cabbage meal from The Stuffed Mushroom. The young lass who served us up made sure our plates were full of this fine fare.

The wind that alluded the sailors for the morning race came in with strength as the afternoon wore on. It was a "soft day" as they say.....for Ireland.





Safety Harbor Boat Club Schedule 2019:

SafetyHarborBoatClub.com - **Dates are subject to change**

Club Meetings: @ Safety Harbor Library 1st Wednesday of month (except July & August). Doors open at 6pm/meeting starts promptly at 6:30pm – **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.

April:	Wednesday 3	6:30pm	Meeting	Library
	Saturday 6	3PM	Lakeland Linder	
			Night Air show	
			Meet at Lot	
			on Main street SH	
			Across from stuffed	
			Mushroom	
	Wednesday 10	6pm	Race	Marina
	Fri12 Sat 13	TBA	Overnight Cruise	
			Little Harbor	
	Thursday 18	6 pm	Happy Hour/Trivia	
			Jack Willie's, Oldsmar	
	Wednesday 24	6PM	Race	Marina
May:	Wednesday 1	6:30	Meeting	Library
	Saturday 4	10am	Race	Marina
	Wednesday 8	6pm	Race	Marina
	Thursday 16	6pm	Happy Hour/Trivia	
			Jack Willies Oldsmar	
	Wednesday 22	6pm	Race	Marina
	Monday 27	10am	Steve Doherty Memorial Race	Marina

Monday 27 4pm Memorial Day Party
 Marina

June:	Support Safety Harbor Summer Youth Sailing Program (mark) TBA
Wednesday 5	6:30pm Meeting Library
Saturday 8	10am Race Marina
Wednesday 12	6pm Race Marina
Tuesday 18	5pm Taco Tuesday Bar Fly
Saturday 22	10am Lunch at Bahama Breeze Marina Sail/D
Wednesday 26	6pm Race Marina

Update on The 7th Annual BCYC Women's Challenge Regatta April 27th, 2018

By Barb Meyer; Photos SHBC Facebook Archives

The **Women's Challenge Regatta**, formerly known as the **Bikini Cup** and sponsored for many years by the Windjammers of Clearwater & SHBC is back. The current sponsor is **Boca Ciega Yacht Club**. It is a goal of the **Rhumb Runners at BCYC** to promote and support women's sailing. This regatta has a rich history of doing exactly that. Women of the Gulf coast, assemble your teams, find a fast PHRF rated boat and start practicing for the 2019 WCR, **Saturday April 27th. Registration closes April 20th, 2019.**



For **Notice of Race** and more information go to
www.sailbybc.org/WomensChallengeRegatta.
<http://www.sailbcyc.org/2019WomensChallengeRegatta>

Registration::
<http://www.sailbcyc.org/event-3256008>

Or contact the Organizational **Chair Barb Meyer** at (727) 430-7241 or
sunlover@aol.com



CLEARWATER SAIL AND POWER SQUADRON COURSES



Education Courses emphasize boating skills which lead to safety on the water. One of the best ways to have a fun boating experience is to "know before you go". If you are a new boater or an experienced boater in need of a refresher course, consider taking a boating course or attending a seminar. See the USPS (Power Squadron, not Postal Service) Education Website for additional information.

A new type of training which was established by the United States Power Squadron is "On the Water" training. It extends existing classroom programs with relevant exercise on the water (participation is optional, and not required for course completion). Contact the squadron for information concerning the status of the training and its availability.

For more than 100 years, USPS has provided boaters with unsurpassed education on the water. Our educational opportunities go beyond the basics to help you and your family be the best boaters you can be. Send an e-mail to our Squadron Education Officer (SEO) at SEO@clearwaterpowersquadron.org if you are interested in taking a course. The SEO will contact you with course information and answer any questions you might have.

Click the link below to review a full list of USPS Boating Education courses and seminars. Send an e-mail to **SEO@clearwaterpowersquadron.org** to sign up for the America's Boating Course, which is taught at the Clearwater Sail and Power Squadron, Clearwater, Florida. Registration for the April Class is Sat., Apr. 6 from 9-11 am and the ABC Class is on Sat., Apr. 27 8am-5 pm

Clearwater Sail and Power Squadron
1000 Cleveland Street, Clearwater, Florida 33755-4515
(727) 441-8775

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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