



marker 2

THE MONTHLY LOG OF THE HUDSON BEACH YACHT CLUB

Volume XXII Number 8 August 2008 www.myhbyc.com

Mike Clay - Chief Meteorologist - Bay News 9 to be guest speaker for HBYC November 11th general meeting.

Chief Meteorologist Mike Clay leads the experienced team of weather experts from the Weather on the Nines Forecast Center. You can see Mike each weekday afternoon and evening on Bay News 9 and any time severe weather threatens.

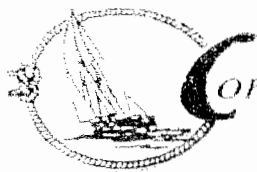
Mike's broadcasting career began at a small radio station in his native Texas back in 1978 when he was a junior in high school. In 1985, Mike moved from radio to television, taking his first job as a TV weather anchor at KCEN-TV in Waco, Texas.

In 1990, Mike became chief meteorologist at KXAN-TV, the NBC affiliate in Austin, Texas. Mike also did weather in Tyler and San Antonio, Texas. In 1995, it was off to the Great Northwest, covering snowstorms, earthquakes and even volcanoes as head of the weather department at Northwest Cable News in Seattle.

In 1997, Mike helped launch Bay News 9 as the original meteorologist on Your Morning News. Mike says his most memorable moment at Bay News 9 was the morning of Aug. 13, 2004 when Bay News 9 successfully forecast Hurricane Charley to stay south of the Tampa Bay area.

Mike received his meteorology education from Mississippi State University and also holds a degree in telecommunications from Central Texas College. He was awarded the AMS TV Seal of Approval in 1995 and later upgraded to the AMS Certified Broadcast Meteorologist Seal. Mike also holds the National Weather Association's TV and Radio Seal of Approval.

Please plan on being at this meeting. We would like to have a good attendance for two reasons, Mike very knowledgeable on local weather patterns and the history of our local weather with a lot of good information for us, and it is a good opportunity to get our HBYC name out in the local news.



Commodore's Corner

August 2008

Well it's another hot one in the "Hud" and the boating season is in full swing. The Great Scallop Hunt was a blast with some of the HBYC'ers getting a very good harvest. Thanks to Dennis and Bill for transporting our catch and keeping us legal and Janel for the fruitful hunting grounds. Even though my mother in law *almost* floated away (is that a bad thing?) everyone returned home safely and had a great day on the water.

The Saint Martins "early bird special" race was privy to nine competitors and very nice weather with **almost** enough wind. Everyone finished with some pretty exciting sailing at the Saint Martins Buoy. The July 4th cruise was well attended and reports indicate all had a good time.

The big news this month is the "Women at the Helm" race to be held on the 16th. The rivalries have already started as captains and crews go into intensive mental and physical training for the now famous event. Hope for a stiff breeze and a wide start line. The course is unique and should offer a real challenge to the competitors.

What is a Fid?

Don't forget the Labor Day Cruise at the end of the month. Call Jim Glessner for details.

Next month we have the Coastal Cleanup, Breakfast on the Beach, and Hudson to Hooters race. All these are listed in your calendar and on the web site. Remember, if you have any questions give me a call and I can hook you up with the right person.

Enough for now, my wife says I better hook up that new Windless 'cause her back is killing her.

Gene

SOCIAL COMMITTEE

Ahoy Mates, even though the social committee didn't have Breakfast on the Beach in July, our Social Committee was busy making plans for the rest of the year!

First, will be the Continental Breakfast on the Beach on September 14th. Then on October 12th we will have our last Breakfast on the Beach with a surprise menu that you will not want to miss. October 18th, The Shrimp Boil is back! Nancy Colson has graciously volunteered to co-ordinate this fun filled day. We will work up our appetites by having the women and men dueling each other in the Dingy Race. so, come on gals start practicing so we can beat up on the guys! Spectators be prepared to be thoroughly entertained. (Note: the Commodore says we will be using rubber dingys this years.)

November 16th brings the yearly Steak Fry/Pot Luck. Everyone is encouraged to bring their best pot luck dish to round out the menu. It will start at 2:00 PM at Pavilion B at Starkly Park.

And finally, the social event of the year, the Christmas Dinner/Dance, Saturday, December 13th at 6:00 PM! This year we decided to travel back in time to the fabulous fifties. So bring out the poodle skirts, skinny jeans, ponytails and duck tails, saddle oxfords and penny loafers, or just your causal duds, cause we're "ROCKIN AROUND THE CHRISTMAS TREE" to Big John's tunes.

It will be a catered buffet by Catering Concepts. All this food and FUN for the low price of \$20.00 a piece. So be there or be square.

Later Alligator,
Cheryl and Donna

It Worked For Me!

**HOW MUCH DOES A GALLON OF
FRESH WATER WEIGH?**

Racing News

St. Martin's 2008

I apologize for not being there for the report, but I am relaxing in Kansas where it is 106° with a wind of 30 miles per hour. I asked Commodore Gene to do this report, since he hasn't ever done one before...

The latest edition of the St. Martin's race was spectacular in every way. From the weather... to the wind... to the racing fleet, it was a day to remember.

There was some grumbling and consternation over the early start time, as well as the concept of leaving on a falling tide, but it turned out to be a good bet all round. *Murph's Ark* traveled the longest distance to race, so they deserve some sort of award regardless of their finish. You have to get up early to be at the starting gate at 0800, especially if you live in Land 'O Lakes. Nine boats raced, plus one served as a starter boat, which means that ten crews were getting up early and going out to battle the time and tide for bragging rights at the 2008 St. Martin's race.

Forever Young posted at the start with Dunlop's, Sperry's, and AJ on board to keep time and get the racers off to a fair start. The 0800 start was delayed to 0810 so that all of the folks could get the doughnuts digested and the Bloody Mary's poured. After a countdown of sporadic duration, the fleet got off to the first mark...most of the fleet that is. *Lady in Red* gave the fleet a 10 minute head start at the line. Seems LIR was finishing up their Bloody Mary's (non alcoholic) and sorting through the sail locker to see which pair of pajamas to run up the wire for this light air race.

Time 2 Cruise put her guidance system on auto-pilot, and started for the mark. *Soirée*, *Murph's Ark*, and *Pure Joy* got almost even starts, with *Cat Can Do* and *Illikai* in close pursuit. *Lagniappe*, in her beautiful new paint & trim and *Chris's Cat* rounded out the field with the mark on an almost-dead-down-wind leg.

Strategy was key as the boats headed for St. Martin's mark. *Soirée* took the direct approach, with *Pure Joy* and *Illikai* reaching for more air, knowing

that they would have to run wing and wing to get to the turn. *Murph's Ark* passed *Soirée* like they were standing still, and had a considerable lead at the turn, where they met up with *Illikai*, *Pure Joy*, and *Cat Can Do*. Then all hell broke loose...in slow motion. A weak wind didn't help at all while five boats tried to jockey for position at the turn. *Cat Can Do* went in irons trying to make a smooth turn, but *Pure Joy* and *Illikai* were hell bent for leather heading back to the finish line. *Murph's Ark* caught bad air and fell behind, while *Lady in Red* came charging up from the back running their "DEL MAR" special sail and passed everyone but *Pure Joy*

The wind picked up a little, but it was too late for the majority of the field. Rumbles of thunder greeted the finishers as they met up with Ron's boat that had come out to stand at the finish line. *Pure Joy* was the first to raft up and start the party, and several racers tied up to them to enjoy the *Happy Salsa* and a cold iced tea...(if you haven't tasted *Happ Harrison's salsa*, you might ask him to spot you some next time you're out on the water.)

US Sailing's handicap system rules on the water at HBYC and the results are as follows after over six hours of racing:

Third Place: *Illikai*
Second Place: *Pure Joy*
First Place: *Soirée*

Commemorative mugs are forthcoming for all the racers, with the winner's cups showing testament of their stamina and speed. Thanks to all the racers, committee boat staff, and Julie at the Weather Channel for making this a race to remember. See you at the Women at the Helm on August 16th. It promises to be a fun event that will lift and separate...the men from the real racers at HBYC.

Your Favorite Racing Director,

Jack

MYSTERY QUESTION !?!

What is a Cringle?

**As long as you DO NOT CALL
AFTER 9PM! Call Gene at 862-7799
Right answer = TICKETS!!!**

Members' News

SEPTEMBER BIRTHDAYS

Ginny Bradfield	9/5
Jack Kuhlmann	9/7
Wendy Verbeke	9/7
David Zimmer	9/9
Dennis Ballard	9/9
Ann Musgrove	9/21
Bill Kelly	9/23
Dave Clark	9/24
Fran Trantina	9/24
Mary Waterfield	9/24
Bill Mather	9/24
Ralph Ray	9/25
Tibor Kormanyos	9/27
Terri Himes	9/29
John DiVisconti	9/30

SEPTEMBER ANNIVERSARIES

Bill & Mary Ann Dalton	9/1
H Fred & Jo Anne Kull	9/2
Bob & Veronica Hatch	9/12
Jerry & Gladys Lerman	9/13

Madelaine

BIRTHDAY AND ANNIVERSARIES DINNER

***IT DOES NOT HAVE TO BE YOUR
BIRTHDAY OR ANNIVERSARY
TO ATTEND***

**DATE: SUNDAY SEPTEMBER 7TH, 2008
LOCATION: SIOUX CITY STEAK HOUSE,
LITTLE AND RIDGE ROADS
TIME: 1:00 P.M.
CALL NANCY AT 868-7042**

Marker 2 e-mail

Submissions to the "Marker 2" editor via e-mail :
hbycmarker2@earthlink.net

Next Meeting Dates

The next GENERAL Meeting will be Tuesday, September 2nd 7:30PM at Signal Cove Club House.
The next board meeting will be Tuesday, August 26th at Gene and Chris's 7PM.

www.myhbyc.com

David Zimmer is the 2007 webmaster.
Phone: 727-856-0123 (home) and 727-638-2346 (cell). Email: zimmerwd@yahoo.com

Address Changes

**If you change your address, email address or telephone number, please let me know.
863-9097 or mwoodma1@tampabay.rr.com
Thank you, Madelaine**

FOR SALE/WANTED

1982 23' Grady-White Pacific Cuddy Cabin V-Berth Porta Potty Brand New GPS Hummingbird Fish Finder Outriggers Bimini Top Repowered with Mercury Vortex 305 Engine Only 100 Hrs. New Radio Raycor Fuel Filter 3 Bidge Pumps 250 Ft. Anchor Line Danforth Anchor 4 Life Preservers Plus many other items. Asking \$5500 or best offer. Call Marty Piter @727-860-4909

For Sale: G.E. 21.6 cu/ft refrig. with ice maker. Bisque color. Like New cond. \$150.00
Also, matching bisque G.E. self cleaning electric stove, also like new. \$125.00 or \$250.00 for the pair. Call Fred at 868-7042

Wanted, used sailboat mast. OK if broken or long section (10ft) . Call Pete at 727 863 0156

HELP!! Needed an inexpensive station wagon or minivan for lawn mowing work. Call Patty 819-8125

Your ad here

Your ad here

Cruising People News

Mooneys on the Move

Dear Family and Friends,

We did it. We are back in Waterford NY where we started the loop with the first lock of the Erie Canal. I believe it was about 750 miles and 107 locks. We did the Erie Canal, Oswego Canal, Lake Ontario, Rideau Canal, Ottawa River, Lachine Canal, St. Lawrence Seaway, Richelieu River, Chambly Canal, Lake Champlain, and the Champlain Canal... We started on June 24 and here we are on July 27. A month was too short, but it is a long way back to Florida so we kind of hurried.

The New York and Canadian canals were very different. Both systems were built in the early 1800s. They started out with tow paths alongside. In the early 1900s the New York system was widened and deepened for motorized barges. It was renamed the Erie Barge Canal. In modern times the locks were converted to electrical power to open water flow gates and the lock gates. They are manned by a single lock master. The Canadian canals have remained manual with a crew of about four summer employees and a lock master. The lock gates and the water gates are operated by hand cranks. We enjoyed the Canadian locks more as it was fun to talk to the summer people who were mostly students.

The whole trip was through beautiful country, but the Rideau Canal was the most spectacular. There was a lot of grass in the Rideau and we had to use our scuba tank and 25 foot regulator to go under the boat to remove grass from the intake for the engine cooling water. Ottawa was a pleasant stop. It is the Canadian Capitol and being part of the British Commonwealth it has a formal changing of the guard every morning with a 50 piece band and 3 or 4 marching companies all dressed in red coats and high hats. We docked along the canal and could walk to most of the sights. We took a bus tour to see the outlying spots. We did not stop in the old city of Montreal because we had seen it before, and we are not into big cities. We did stop in south Montreal on the Lachine Canal and visited an indoor market while a lock was being repaired. It was a collection of stalls selling bread, meat, cheese, vegetables, meals, flowers etc. We were impressed by the artistic display of the produce. We spent a couple of days in Burlington VM for laundry and groceries. It has been redeveloped and is impressive. This is not true of many other towns we have seen in New York where old manufacturing has been moved or closed and about half the store fronts are empty. Of course Wal Mart may be responsible for some of that.

Lake Champlain was dominated by Canadian boats, mostly from Quebec. Many use 25 to 40 foot power boats, and do not slow down or swing wide to reduce our

discomfort. A 30 foot boat on a plain can really knock you around. In Florida, some power boats don't slow down, but the French Canadians never did.

So, that's it. It was a good trip that we enjoyed. Now we have the long slog home. We are fine, and hope the same for you all. (I have been in the south too long).

From Cape May, N.J. August 10

We left Waterford the next day as we had favorable weather. We stopped at Kingston and Haverstraw, and ended up at the anchorage behind the Statue of Liberty. The next day was good weather so we left for Sandy Hook. The 45 mile trip was good, but as we entered the jetty at Manasquan the captain's chair we use to see over the cabin when we steer collapsed, dumping me (Jack) into the cockpit on top of the tiller. Sandy could barely control with me and the chair on top of the tiller. She managed it among many power boats on a plane knocking us all over. She was sure I had broken another seven ribs. Actually, it was a soft landing and I was fine although it was very difficult to get this old body off its back. All was well. The five mile trip to Medetaconk river for anchorage was miserable with a three mile current on our nose through a narrow canal with the idiot power boaters passing us in both directions. They never seem to understand what their

wakes can do to a sailboat. Anyway, we made it to the anchorage. We stayed four days, as it was Friday afternoon and the local Westmarine did not have the replacement part. The phone order said they could not order until Monday and they could overnight it to the local store. Eventually we got the part and put it in. The next day was pretty windy with wind on the nose and spray on our faces, so we decided after 15 miles to stop at Toms River. Then we moved 30 miles to Beach Haven where we could get fuel and a marina. It was the worst marina in our life. It was open to a large bay and with 10 knots of wind we bounced all night. The next day we moved a half mile to a protected anchorage as it was another Mooney wind day. Yesterday was the only good weather day for the week so we did the 64 mile trip in 10:30 on a Saturday with all the power boaters screaming by. One did slow down. We also ran into a sailboat race that had placed their turning mark in the Intracoastal channel. One of the committee boat drivers complained

(Continued on page 6)

General Meeting Minutes

HUDSON BEACH YACHT CLUB

General Meeting Minutes

August 5, 2008

Opening

The regular meeting of the Hudson Beach Yacht Club was called to order at 7:30 on August 5, 2008 by Commodore Gene Michaux.

Approval of Minutes

The minutes of the previous meeting were unanimously approved as distributed.

Reports

Vice Commodore, Paul Kendrick, spoke about the great scallop hunt, and some safety items pertaining to being aware of the where all boat crew members are. There was one boat inspection done for the month. He received 3 free tickets for the 50/50 drawing.

Paul said there would be a speaker during this meeting from Pasco County Emergency Management, who would address "Hurricane Awareness".

Mary Knowles, Purser gave the Purser report, balance on hand June 24, 2008, \$3844.51; Income \$254.75; Expenses \$766.32; Balance on Hand, July 1, 2008 \$2543.61.

Linda Baker, for Membership, welcomed guests and new members to the meeting. She said there are 96 memberships, 166 members.

Donna Murray, Social, reminded all that breakfast on the beach is August 10th, at 9:00. This will be a full breakfast. October 18th is the shrimp fry, dingy race (women against the men). The Christmas Dance is planned. If anyone knows where there is an aluminum Christmas tree to be had please let the Social Committee know.

Mary Reed, Marker 2, asked if all members received their Marker 2 for May. If anyone has items to sell send your article to Mary and she will post it. She wants to receive all articles by August 8th.

Linda Baker, Public Relation, talked about the article that appeared in the Woodsman newspaper featuring club events.

Ralph and Donna Ray, Finance and HBYC Products, said we still have burgees for sale at \$22 each; visors, caps, and cookbooks are also available.

Ralph and his wife will be leaving for Alaska in September and Linda baker has accepted this position till the end of the year.

Cruising, Jim Glessner, talked about the plans for the Labor Day Weekend Cruise.

Tom Sperry spoke about, a members trials when taking his boat out single handed to the Gulf.

Nancy Dunlop talked about the Birthday and Anniversary dinner at Souix City on September 7th.

Don Himes, Past Commodore, who has created the "Golden Cooler" award, presented them to Crissy Michaux, Bob Pecoraso, and Bill Deinema.

Racing, Gene Michaux talked about the results of the St. Martins Race. 1st place Jack and Brenda Kuhlmann, 2nd, George Martin, 3rd, Jim Kitzler.

Commodore Gene called a 10 minute break for refreshments. Paul Latham from Emergency Management spoke on Boating

Safety and Coastal Flooding.

Old Business

The secret question was answered by Digna Kelly.

New Business:

Patti Woja reminded everyone of the Coastal Clean-up September 20th.

Time for the 50/50 drawing, three winners were drawn.

Congratulations!

Meeting was adjourned at 9:15.

Minutes submitted by:
Mar, Yeoman

Mary Del

(Continued from page 5)

about us going through a race. We did not break the sailboat right of way rule, but some were delayed in their turn after we crossed their stern. We finally got to Cape May and anchored down for a much needed sun downer. We will probably be here for a few days to wait for a favorable wind and tide to do the Delaware Bay.

The weather windows have resulted in us moving fast so we have two weeks before we have to get our car and leave the boat in Worton Creek while we return home for a reunion with Sandy's son Dan and family who are coming on Labor Day. After they leave we will return to Worton Creek by rental car or plane and put up the mast for the slog home.

Most of the fun part of this cruise is over, and we have had more than the usual tumbles, but it has been worth it. These old folks are still cruising away.

Love to all

Jack and Sandy
UtopiaToo



SUDDEN FLOODING CALLS FOR FAST ACTION AND SPECIAL TOOLS

By Wayne Stacey

U.S. Coast Guard, Boating Safety Division

Consider this: you're drifting along, soft June breeze caressing your face, sunlight dancing off the water, and – thunk! – a distracted angler bangs his boat into yours. Or – crunch! – your cabin cruiser comes hard aground on a submerged rock. Or – ptui! – a corroded thru-hull fitting pops out. Suddenly more water than you ever thought possible is pouring through a hole in your boat's hull. What to do?

Well, if you've thought about flooding when putting together your on-board emergency kit, and if you've trained yourself to handle this kind of emergency, then you have a good chance to make it back into port. If not, then it's an especially good thing you and your passengers chose to wear those life jackets. The amount of time a boat operator has to respond to sudden, uncontrolled flooding depends strongly on the size of the hole and its location below the water line: the lower the hole, the greater the incoming pressure. A one inch hole in the hull just one foot below the surface floods at a rate of about 20 gallons a minute. That same small hole six feet below the surface floods at nearly two and a half times that rate. And larger holes? Well... let's just say you need to act fast. Adding flood damage control to your vessel's emergency kit needn't be expensive. You may find most of the supplies and tools already at hand. For recreational boats, a flood damage-control kit starts with an assortment of the following:

Plugs and patching material: wooden wedges and **Plugs and patching material:** wooden wedges and tapered wooden plugs in a variety of sizes to match the boat's thru-hull fittings; an assortment of rubber sheets and gasket material; rags, waterproof putty, and other filler for stuffing in and around patches for a better seal. **Fasteners to hold the patch in place:** hose clamps, nylon ties, twine, grease tape, fiberglass tape, and duct tape. **Tools to make it all happen:** screwdrivers, a hacksaw, an adjustable wrench, pipe wrench...

Also, since most bilge pumps aren't designed to handle the large volumes of water caused by a hole in the hull, a dewatering pump is a recommended investment.

TAKING ACTION is as easy as 1-2-3:

BEFORE	WATCH	3
<p>Before Hurricane Season Starts YOU SHOULD:</p> <ul style="list-style-type: none"> ▶ Assemble your <u>Disaster Supply Kit</u>. These items are often scattered around your home and simply need to be brought together into one location. ▶ Write out your <u>Family Disaster Plan</u>. Discuss the possible hazards with your family. Determine if you are in an evacuation area. Identify an out-of-town family contact. 	<p>When a Hurricane Watch is issued YOU SHOULD:</p> <ul style="list-style-type: none"> ▶ Check your Disaster Supply Kit. Make sure nothing is missing. Determine if there is anything you need to supplement your kit. Replenish your water. ▶ Activate your Family Disaster Plan. Protective measures should be initiated, especially those actions that require extra time (for example, securing a boat or leaving a barrier island). 	<p>When a Hurricane Warning is issued YOU SHOULD:</p> <ul style="list-style-type: none"> ▶ Ready your Disaster Supply Kit for use. If you need to evacuate, you should bring your Supply Kit with you. ▶ Use your Family Disaster Plan. Your family should be in the process of completing protective actions and deciding the safest location to be during the storm.



Post Office Box 6152
Hudson, FL. 34674-6152

Gene Michaux, Commodore

Meets the first Tuesday of each month at 7:30 pm at the Signal Cove Clubhouse, 13139 Tiller Drive, Hudson, FL 34667

Sailors and powerboaters with or without boats are welcome!