From The Helm

Hello Fellow Sailors,

As I collect my thoughts I realize this is a truly inauspicious and historic moment for our club. Because of the COVID-19 outbreak we were forced to suspend all club activities until further notice. This was a difficult decision and one we did not take lightly. The safety and well-being of our HISC family is a top priority. We encourage you to take the steps you see appropriate to stay safe and healthy. Once this passes, we will make every attempt to reschedule events where practical. We want to

By Dale Kern
Commodore 2020-21
Wind Punk

Continued on Page 2
keep a sense of community within the club so we will be holding our General Meeting on April 9th via teleconference. We are also planning a few programs to be held in the same manner. Details will be sent out via email. This will be an interesting experiment as we adapt to this environment, and I hope it serves as a bridge and an outlet for us while we are on-hold.

Our Youth Sailing program has just acquired 4 brand new O'pen Bic sailboats at a great deal. We will look forward to putting these boats to good use in our next Youth Sail session.

Our last event, the St. Patrick's Day cruise was a great success and good times were had by all. I want to thank our volunteers for the tireless effort they put into planning our activities. Keep the enthusiasm and good ideas rolling, and when we resume we will hit the ground running. Thank you to everyone for your support. I hope to see you online at the meeting April 9th!

Dale Kern
Commodore 2020-2021—Wind Punk

From the Editor:
We are including the previously scheduled Racing and Cruising calendar in this month’s edition of the Inlet Outlet Newsletter, however due to the cancellation of current events, we will be blasting out notifications of any that can be held by rescheduling them. So please read any blasts that we send out.

Thanks,
Paul Alcock
Inlet Outlet Newsletter Editor
### Upcoming Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>04/02/2020</td>
<td>Board Meeting</td>
</tr>
<tr>
<td>04/09/2020</td>
<td>Blood Drive &amp; General Meeting</td>
</tr>
<tr>
<td>05/07/2020</td>
<td>Board Meeting</td>
</tr>
<tr>
<td>05/14/2020</td>
<td>General Meeting</td>
</tr>
<tr>
<td>06/04/2020</td>
<td>Board Meeting</td>
</tr>
<tr>
<td>06/11/2020</td>
<td>General Meeting</td>
</tr>
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### Cruising Calendar

<table>
<thead>
<tr>
<th>MONTH</th>
<th>DAY(S)</th>
<th>EVENT</th>
<th>HOSTS</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>04/2020</td>
<td>11-12</td>
<td>April Cruise TBC</td>
<td>Affection</td>
<td></td>
</tr>
<tr>
<td>05/2020</td>
<td>23-25</td>
<td>Memorial Day Cruise TBC</td>
<td>Lady Grey, Cookie Monster, Commotion</td>
<td>Bimini</td>
</tr>
<tr>
<td>06/2020</td>
<td>20-21</td>
<td>Father’s Day Cruise</td>
<td></td>
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### Races, Regattas & After Race Parties Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Race</th>
<th>Manager</th>
<th>Host</th>
</tr>
</thead>
<tbody>
<tr>
<td>04/19</td>
<td>Spring Series #3 &amp; #4</td>
<td>Tim Leonard</td>
<td></td>
</tr>
<tr>
<td>05/03</td>
<td>Spring Series #5 &amp; #6</td>
<td>TBC</td>
<td></td>
</tr>
<tr>
<td>05/16/</td>
<td>WPB Race</td>
<td>TBC</td>
<td></td>
</tr>
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</table>

### HISC 2019 Governing board

- Commodore: Dale Kern
- Vice Commodore: Paul Alcock
- Rear Commodore: Ross Hunton
- Past Commodore: Jeff Sussman
- Treasurer: Peder Sahlin
- Secretary: Jeff Keiser
- Two Year Directors: Ken White, Joe Gomez
- One Year Directors: Christeen Pozniak, Michael Sparks
- Staff Commodore: Doug Knickerbocker

TBC: To Be Confirmed—Subject to the Pandemic.
The Club Purpose

The purpose of the Hillsboro Inlet Sailing Club is to develop, encourage, promote, and stimulate interest in sailing, and to encourage the fellowship and camaraderie associated with sailing and sailors in the Hillsboro Inlet area from Palm Beach to Miami and beyond.

Membership

An application for membership in HISC may be obtained from membership chairperson Dale Kern at (954) 864-9791 (membership@hisc.org) or by contacting any club member. There is a $30.00 initiation fee and annual dues of $150 (family), $125 (single), are payable upon joining and every January thereafter. After June 30, the dues are $75.00 (family) or $62.50 (single) for the rest of the current year for new members.

Monthly General Meeting

The Hillsboro Inlet Sailing Club holds a monthly membership meeting generally on the second Thursday of each month, 7:00pm at the Galuppi’s 1103 N Federal Hwy, Pompano Beach, Florida 33062, Tel: (954) 785-0226. Please check the monthly calendar or call the editor for any changes in the meeting dates, times, or locations.

Club Links:
- Club Website: https://www.hisc.org
- Club Youth Sailing Facebook: https://www.facebook.com/HISCYouthSailing/
- Club Facebook Page: https://www.facebook.com/hisc.org
- Club Photos Online: https://hisc.smugmug.com/
- Club Calendar: https://www.hisc.org/events/
- Hillsboro Inlet Soundings: https://www.hisc.org/inlet-info/

Want to get your Local Knowledge into Print?

Could you write a Local Knowledge article? We’re looking for articles about Lake Boca, Hillsboro Inlet, Boca Inlet, Port Everglades, The ICW from Port Everglades to Hillsboro Inlet, and other areas. We’re looking for Articles for 2020 Issues of the Inlet Outlet.

Please contact the Editor if you would like to author a Local Knowledge article.
<table>
<thead>
<tr>
<th>Race</th>
<th>Date</th>
<th>Race Host</th>
<th>After-Race Party Host</th>
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</thead>
<tbody>
<tr>
<td>Spring 1 &amp; 2</td>
<td>March 29, 2020</td>
<td>Wallace</td>
<td></td>
</tr>
<tr>
<td>Spring 3 &amp; 4</td>
<td>April 19, 2020</td>
<td>Leonard</td>
<td></td>
</tr>
<tr>
<td>Spring 5 &amp; 6</td>
<td>May 3, 2020</td>
<td>Sussman</td>
<td>Sussman</td>
</tr>
<tr>
<td>WPB Regatta</td>
<td>May 16, 2020</td>
<td>Sparks</td>
<td>Pre-race 5/15 - HISC, After race - PBSC</td>
</tr>
<tr>
<td>Spring 7 &amp; 8</td>
<td>May 31, 2020</td>
<td>Kern</td>
<td>Bahia Mar</td>
</tr>
<tr>
<td>Spring 9 &amp; 10</td>
<td>June 7, 2020</td>
<td></td>
<td></td>
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<tr>
<td>Bill Nederlanden Coastal</td>
<td>June 20, 2020</td>
<td>Kern</td>
<td>Bahia Mar</td>
</tr>
<tr>
<td>Single-handed Race</td>
<td>July 18, 2020</td>
<td>Sparks</td>
<td></td>
</tr>
<tr>
<td>Ladies Day</td>
<td>August 9, 2020</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fall 1 &amp; 2</td>
<td>August 16, 2020</td>
<td>Wallace</td>
<td></td>
</tr>
<tr>
<td>Fall 3 &amp; 4</td>
<td>August 30, 2020</td>
<td>Leonard</td>
<td></td>
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<tr>
<td>Commodores Cup</td>
<td>September 19, 2020</td>
<td></td>
<td>JB's on the Beach (tickets required)</td>
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<tr>
<td>Fall 5 &amp; 6</td>
<td>September 27, 2020</td>
<td></td>
<td></td>
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<tr>
<td>Fall 7 &amp; 8</td>
<td>October 18, 2020</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fall 9 &amp; 10</td>
<td>November 1, 2020</td>
<td></td>
<td></td>
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<tr>
<td>Mary Wells Challenge</td>
<td>November 14, 2020</td>
<td></td>
<td>Kern</td>
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</table>

Other Races of Note (not hosted by HISC)

<table>
<thead>
<tr>
<th>Race</th>
<th>Date</th>
<th>Web address</th>
</tr>
</thead>
<tbody>
<tr>
<td>65th Anniversary Miami Key Largo &amp; Key Largo Miami Race</td>
<td>April 25/26 2020</td>
<td><a href="https://www.miamiyachtclub.com/2019/09/16/65th-anniversary-miami-key-largo-key-largo-miami-race/">https://www.miamiyachtclub.com/2019/09/16/65th-anniversary-miami-key-largo-key-largo-miami-race/</a></td>
</tr>
<tr>
<td>LXV Annual Columbus Day Regatta</td>
<td>Oct 10/11 2020</td>
<td><a href="https://columbusdayregatta.net/">https://columbusdayregatta.net/</a></td>
</tr>
<tr>
<td>Wirth M. Munroe Race</td>
<td>December 5, 2020</td>
<td><a href="https://www.sailfishclub.com/munroe">https://www.sailfishclub.com/munroe</a></td>
</tr>
</tbody>
</table>
4 Easy Steps for a Successful Cruise:

1. Have a pre-cruise meeting with all of the Hosts. It’s a great excuse to have fun and plan the event. Have a theme and activities such as Contests and Awards.

2. Make ruse to promote it at the General Meeting. Bring Prompts, Props and even Dress up, that’s what works best.

3. Take LOTS of pictures and post them on our Facebook Page. Write down the names of the boats that attended and send them to pierre@fiddlerman.com Write a brief narrative about the cruise and send it to BritInUSAg1@gmail.com

4. Remember, you have a small budget of $100 per night, please save your receipts and submit them to hemares@yahoo.com

If you want to learn more about hosting one of our club Cruises, please contact me, I’m always happy to share the fun.

Hector Arrillaga
hemares@yahoo.com
Youth Sailing—By Barry Simmons & Jamie Remacle

Man plans, God laughs.

If you keep current on the Youth Sailing Program, (and we hope you do) this will all be old news. Because of the current COVID 19 quarantine all Broward County activities were halted, this included our Spring Youth Sailing Camp.

At the beginning of March, we began hauling all the youth sailing gear out for a good cleaning. You may remember, that last summer, our August sailing camp was abruptly ended by the arrival of Hurricane Dorian. The group had rather hastily stashed the gear into the trailers. We replaced damaged PFD’s, cleaned all the materials and reorganized the trailer. Then we began cleaning all the boats. Finally, we hauled everything down to the beach and were ready for opening day – March 14th. Only, that fateful Friday the Thirteenth, a Quarantine Directive shut down all Broward County programs. We were advised by Park Manager Matt Mlodznski to postpone until further notice. Additionally, plans had been made with HISC Board approval to purchase 4 additional O’pen BIC skiffs after the Un-Regatta being held in Jensen Beach on March 28th. Well, of course, that event was also cancelled. However, the skiffs were already shipped to Jensen Beach, and we were contacted to pick them up by Saturday, March 21st.

Our club scored a huge discount on the purchase of these brand new boats. We saved approximately $1200 per boat. Our Youth Sailing Program, when it is allowed back in the water, will now have a total of 8 O’pen BICs joining our fleet of 5 Optimist Prams (Opti) and 5 Sunfish.

Here’s why this is so exciting:

The O’pen BIC is designed for kids age 10-15 and under 140lb. Based on a modern skiff concept, the O’pen BIC is very fast, very simple, and very FUN to sail! The self-bailing open transom hull is rapid and responsive, with a modern rig that’s rugged and versatile.

The O’pen BIC offers kids who have become too large for an Opti or are looking for new challenges to continue learning the skills, balance and reflexes to progress to other modern, high-performance and Olympic class equipment. Hundreds of sailing clubs around the world have adopted the O’pen BIC, for a new, fun way of teaching and inspiring kids for sailing.

While the future is uncertain; once Federal, State and Local directives allow us to continue our camps, we will announce our plans on the HISC website, HISC Facebook page, and HISC Youth Sailing Program Facebook page. We can’t wait to get the kids on the lake!

Cheers, Barry Simmons & Jamie Remacle. Youth Sailing Program Administrators
Membership
By Robert Schudlenfrei

It has been a long time since a membership column appeared in this prize-winning newsletter. Commodore Year 2020 will have a Membership article in all twelve issues of the Inlet/Outlet. Sadly, I do not have any new members this month, but I expect to have a couple of them inducted at the April General Meeting. The purpose of this column is to introduce new members, report on the status of membership in general, explain what we are doing to grow our Club, and to ask for your help in this endeavor.

Commodore Kern searched, for the last six months, for someone to become the Membership Chair. Having been in this role, I understand that it is a difficult job. However, we must support Dale and, by implication, the Hillsboro Inlet Sailing Club. We must grow our Club. Therefore, I told him I would take on this responsibility with one proviso. We must enlist one younger, newer member, to learn the ropes. In the coming weeks and at our General Meetings, a request will go out. Someone must stand up and say, “yes, Dale, I will do it!” The best service I can provide is training someone to grow into the role of Membership Chair. It is not wise for a 77-year-old, that would be me, to be the “face” of HISC membership.

Our membership is active, but we dropped ten members during the last CY. Here are some ideas to turn this around and return to growth. First, we will reorganize how we respond to requests to post to our Facebook page. Social media has become our most productive recruitment tool. When someone asks for this privilege, we will send a personal Facebook message telling the supplicant that we grant them the ability to post and ask them for their e-mail address. We will add that prospective member to the Club’s database. That record will ensure that the person receives invitations to upcoming events and meetings.

Second, the HISC will go “all-out” to talk to folks in the boating industry. Riggers, salespeople at marine retail stores, and yacht brokers will be organized such that they can “soft-sell” the HISC. The database is useful in making this happen. Club members will make personal contact with the identified people. We will be cautious with what we ask of these folks. If done right, we will have a force for growth in southeastern Florida.

Last, but most important, is you, the members of the greatest sailing club ever. You don’t have to own a sailboat to become a member. A powerboat will serve or no boat at all. In 2009 Pat and I joined with no water-craft. Being retired, I never thought I would ever own another sailboat. But, as most of you know, sailing is in your blood. Talk to your friends and relations about the HISC. Tell them about what we do and who we are. It does not hurt to explain that we average more than one “party” a week. Who does not like to party? Think of what membership could be when Paul Alcock assumes command for our 50th Anniversary,
Change of Command Raft Up March 7th 2020
By Paul Alcock

Some of us arrived on Friday afternoon for the possible raft up on Saturday. Weather predictions were not that great and Ross the Raft Master was seeking professional weather knowledge to assist in his decision of whether to form the Circle or Not. The decision was ‘Not’. And blustery winds Saturday proved that was the right decision.

Lake Boca was not crowded, but those boats already there were taking up a lot of the prime anchoring spots. Eximius dug in at the North Eastern corner of the lake ready for the Staff boats to raft alongside on Saturday.

By 5pm Saturday, 20 Club Member’s boatshad arrived: (In alphabetical order)
There were also at least 5 boats from the Sailing Singles of South Florida arrived and rafted up together.

Before the crowds arrived Saturday, we had a little excitement, one of our club member’s dinghys was being swept towards the Boca Inlet due to heavy current, wind and failed outboard (fuel). The dink skipper didn’t have a radio but had his cell-phone. He texted WindPunk and the call went out to all of the other dinks to go to the rescue. Upon arrival at the dink, we found that a friendly boat had seen what was happening and took the dink in tow, they handed the painter to us and we tried to tow the dink. But no luck, just went around in circles. By the time we realized that we needed to use a longer painter, Ross arrived with a lot more horses on the back of his dink and successfully towed the wayward dink and skipper back to the raftup. No Names, No Pack Drill.

The Cruise committee showed off the new Cruising flag which looks very cool! Simple, gives the sense activities on the water and very modern. Great job Cruise Committee.

Outgoing Commodore—Jeff Sussman, and Dale Kern—in coming Commodore guided us through the Change of Command Flag Ceremony and the new flags were raised on WindPunk, Eximius, Commotion, Dalecarlia and Affection.
Soon it was time for the traditional Dink Drift, Dine and Drink (at least that as I see it) and all those with dinks joined up astern of the Staff Raftup and the food lived up to expectations! Sorry I don’t have pictures, but there was more than plenty to go around, even with the few extra guests that arrived via dink taxi. With more food than we needed, I suggested that we combine it and take it over to Lady Gray, Dalecarlia and Glory Be that had rafted off to the west of the lake. Instead of combining the food into one or two trays (or three!) we agreed to dingy raft over to them. With three of the dinks running outboards, one supplied forward thrust to the raft of about 15 dinghies, and two more provided steering—not a pretty sight—we finally arrived astern of Lady Gray where those aboard were celebrating Dave Hoffman’s Birthday. I think the dinghy flotilla was one of the best parts of the day. It showed how our club gets things done together for the benefit of all.

Everything went well this weekend.

That was until Eximius’ Alternator Support arm broke as we motored away from the Lake Sunday. We ended up getting towed back to our slip. Thanks to the Skipper of Commotion, they hung around long enough to ensure that we were ok. Tow Boat US came through for us.

Despite the break, it was a great weekend!

Not many pics from the weekend but here’s one of our 2020 Commodore taking names as boats arrived at Lake Boca for the Change of Command Raft Up 2020.

Paul Alcock
Editor.
ST. PATRICK'S DAY HISC CRUISE 2020

Despite the current pandemic, the St. Patrick's Cruise turned out great!

Here's my review, it covers the details of our short journey to the venue and the return as well as some of the highlights during the stay at Sunrise Bay.

We have the process of loading the boat down to an art form. I have a spreadsheet on Google Drive that we use for the daily meal planning. It also has our perishable and non-perishable lists which we use to load coolers / vitals bins.

This trip we didn't have to leave the dock until nearly mid-day, so no need to preload the boat, we just took all that we needed down to the boat on Friday Morning for an 11:30am departure.

The journey down the New River was another day of wonderment! No traffic from the Dock until we got to the Fork, and then it started! There were two sizable motor yachts holding near the Fork for a Cape Ann Towing with a Barge and huge Crane coming from the South Fork. We passed ahead and towards 7th Avenue Bridge, several smaller boats passed us because they could get under the bridge without it opening, others just joined the line.

While waiting for the bridge to open, we heard on VHF that the FEC Railroad bridge was down. That meant that all of the boats, big and small, had to wait upstream from the Railroad bridge! Including the Towed Barge! it quickly packed up, we decided to head back towards 7th Ave Bridge as all of the others were congregating closer to the rail bridge. We cannot hold position very well when there is a current running and a wind coming and going. So we just do a few doughnuts in our corner of the river.

Once the Rail bridge opened, everyone plied their way past it. Of course, Andrew's Avenue Bridge was also slow to open due to road traffic and pedestrians, so now all of the boat traffic is stuck between Andrew's Ave Bridge and the Rail bridge, it got a bit tricky, but it's almost normal now.

Once past Andrews, 3rd Ave bridge opened and everyone moved forwards. The barge did not have a lot of lateral clearance though that bridge.

Once past 3rd, it was out intent to turn by Smokers Park for a Pump out. We tried to communicate to the vessels close to our stern, on VHF #9, but no response - no big surprise, it seems that most power boat owners don't monitor #9 despite all of the signs along the river to do just that! So I had to resort to shouting to the skipper of the boat that was about to hit us from astern if we slowed and turned. It was only when he was along side of us that he got the message and turned on his radio. Have you ever tried to shout nicely?

We easily docked at Smokers park and completed a pump out in about 25 minutes. Then back out to the river.

The rest of the trip to Sunrise Bay was uneventful, we passed under Sunrise Bridge during the 14:00 opening. Peggy took the helm and turned us into Sunrise Bay. I picked out an anchor spot on the
southern side of the bay well eastward of the other boats that were already there. Diversion (Bob & Joyce) were the only HISC boat in the bay. We anchored, digging in really well, I would not have to worry about dragging this weekend. My new Snubber was quickly deployed and my Anchor Day Signal was hoisted. Winds were pretty light.

As it drew near to 5 o'clock somewhere, several other boats arrived. Sully & Loraine aboard Pegasus arrived and rafted up on our Port side, then Peder & Marie aboard Dalecarlia arrived and rafted on our Stbd Side. I dinked Dalecarlia's anchor out and dropped it forward and starboard of Eximius' anchor. Two anchors are better than one, especially when 3 boats are rafted together, and we were expecting one more for the Raft - A big Catamaran.

During the afternoon, I got a voicemail from Paul on the Catamaran which said they were not coming due to possible exposure to the pandemic earlier that day.

Our club Commodore turned up in his Boston Whaler to chat, he would bring his boat down on Saturday.

We had drinks aboard Eximius and were joined by all those club members that were in the Bay. As always, it was a great time to chat and tell stories.

Dinner was Tuna Salad and Crackers, simple, easy, prepared at home, very little cleanup.

Saturday morning, after a couple of cups of Coffee, we tidied up the boat and started prep for the Party that evening. WindPunk arrived with Commodore Dale and Mirsa, they rafted up along side Dalecarlia Port side too. So now we were 4 boats on two anchors, but they were very well set and despite just a couple of anchor alarms (due to short alarm setting) during the night, we had kept a short arc around our two anchors.

Abu Rayah, Michael Tayah's Catalina 30 arrived and anchored to the north and west of us. Dale dinked over for a chat and to bring Micheal over to the party.

As 4:30pm was the party time, I started heating the Corned Beef and the Smashed Potato that we had cooked at home on Thursday. The Beef was heated with it's cooking liquid in a pan on the stove, the potatoes were heated in the oven (a 12.75" x 9" foil pan fits easily) and were ready by 5pm. Sully had set up a Table on his Pullpit aboard Pegasus, Dale had brought an additional table that I set-up on the Bow of Eximius. I setup the serving pans and cutlery holders by using sticky tape to hold them to the table. It worked well. I tied a roll of paper towel to the Anchor Day Signal line above the table. Napkins would just blow away.

At five, I announced that dinner was ready. No body moved! Then I helped myself, and the smell got everyone off of their butts and the food was going quickly. 10lb of uncooked Beef turned into 5.5lb of cooked beef! That's enough for the crew of 6 boats, taking seconds! 5lbs of Smashed Spuds were nearly gone too.

Kokomo and Alebrije arrived and rafted together nearer to the Coral Ridge Yacht Club and dinked over to the Host Boats, I'm not sure if they had any of the Beef and Smash. Next St. Patrick's day cruise we'll cook more beef, the pandemic should be over by then and we would expect more boats to attend.

The 'Game' was 'No Body Knows'. The idea was that members would visit each of the other boats and find out something that nobody knows' about the crew or boat. And then at the Party each of us would ask the rest who knows that (what ever). I started the ball rolling (what's the nautical equivalent?) and
asked everyone:- So, one of our club members likes to sunbathe nude on their boat at Maul Lake, nobody knew (except the guilty) but everyone one thought it was them! and they wondered where Maul Lake was located. Bob Tiger gave us the lowdown on Maul Lake - I can see a cruise there in our future (not to see the nude sunbathing!)

We learnt a lot about each of the members, turned out a great game. It would expand greatly with more participants, there's always next year.

Desserts for the Party turned out Brownies, some ingredients included Guinness and Jameson's Whiskey.

Several took a dink ride over to Kokomo, we could hear them playing fiddles, Uke's and having great time. The host boat crews enjoyed a few more drinks and stories and some valuable boat lessons.

I showed Sully how to get route data to display on his Garmin 741xs (same as ours) and he explained how he had a list of his systems including their electrical power draws. That would help in identifying faulty equipment early if the power draw changed. He also explained how he treated his AC system for cleaning by pumping Barnacle Buster into the system and letting it soak for a day or two, rather than circulating the BB through the system for 1/2 hour. I'm updating my spreadsheet of equipment to include the power draw and modifying my AC cleaning process. Thanks Sully!

Sunday morning, lazy rise. Breakfast of Granola and Milk, Coffee, Toast (fried) and Brie (thanks whoever brought that for the Party) and more coffee. We tried the new Creamer from Chobani™ Coffee Creamer because it came in a Screw Top container. Last weekend, we spilt coffee creamer when it laid on it's side in the fridge, it was a snap top creamer bottle - they leak!

After breakfast we cleaned up the inside of the boat and discussed plans with the others in the raft up. Sully would be the first to leave, they also had the furthest to their dock. WindPunk would be next, they had to get back before mid afternoon. Dalecarlia next, no hurry, we couldn't get back until between Noon:24 or 16:24 due to tide restrictions at our dock. Abu Rayah left after breakfast. Alebrija and Kokomo also left mid morning. Diversion was staying put, we left for the 12:30pm Sunrise bridge opening.

Well, it seems Sunday Noon is not the best time to head down the ICW, at least, not this Sunday!

Boats were piling up in line for the Noon:30 Sunrise Bridge opening, we were near the back with a couple of much bigger boats ahead of us, one coming out from the Marina on the North West side of the Bridge and other coming up astern from us on the ICW - it got crowded pretty quickly and a strong current coming north, that meant that we should all give way to boats coming up the waterway.

Finally the Sunrise Bridge opened and all of the bigger boats, us and those astern of us, let the boats heading North through the bridge. Then we all pushed against the current and headed towards Las Olas Blvd bridge. That was delayed only a minute or so, but the same issue - lots of boats lined up for passage and some coming North. We had to hold back and once passage was clear, we put the pedal down and pushed towards the bridge.

We slowed to let some of the bigger boats, astern of us, pass and then pushed ahead. Our goal was to be back at the dock by 14:00. We decided we had time for a Pump out at Smokers park - Mistake!

As we approached Smokers Park, we got clear of other boats and moved over to the South side of the river as we passed the Tunnel, then tried to come along side, Port Side to. Wasn't going to happen, there was 2 knots of current going around the corner and our back end was easily pushed away from
the dock. I took over the helm and fought the current, unsuccessfully. Our Stbd side crunchen the stern, big hunk of steel boat putting a ding just above the rub rail of Eximius, the steel boat wouldn't even know we touched it. Fortunately, an experienced guy was ashore and took our lines to help pull us towards the dock, we rubbed along the very mucky stern lines of the steel boat and have a nice black mark to prove it. Eventually we were secure on the dock close to the pumpout.

The good news is that the damage to Eximius is very minor, about an hour or two to clean up the 4" long area, application of some resin and top coat of gel coat. The rope marks should just buff out, it's just dirt.

Once we had the boat secure, it only took 20 minutes to complete the pumpout, then it was time to get back into the river. That current seemed to have gotten even stronger. I attempted to move the boat astern using the dock lines, it took a huge effort and didn't get far. We added a 3rd line, attached it to the port stern cleat, that made it possible to move the boat in order that we could get out into the river without being moved towards that big piece of steel ahead of us.

The move was successful and we easily got back into the stream, we called 3rd Ave bridge for an opening and just as we passed it, we heard on the VHF that Andrews Ave Bridge was unable to open due to a malfunction - this is not good! 4:24pm is our cut off for getting back into the canal where our dock is located.

With the news that it would be 10 minutes before a tech would be on site to fix the bridge, we hung around the area between the bridges with a current flowing upstream - our direction. Not easy, especially when the Riverfront Cruise boat and many smaller boats are all in the same boat if you get what I mean. When the Bridge tender informed us via VHF that it would be longer, I decided we should go along side and tie up. We turned, moved over to Port and easily docked along side. There were pilings and cleats, I put out fenders and had lines ready. Peggy at the helm and we made a perfect docking. Of course, there was nobody around to applaud, unlike the small crowd of pedestrians that were on the opposite side of the river when I was struggling to move the boat aft at Smokers Park! Ain't always that way!

We ended up being tied up for nearly an hour when finally the Andrews Ave Bridge tender announced that the bridge was going up. He cleared us for passage, we were ready, within a minute we had loosed the lines and were pulling off the dock to turn around towards Andrews, we could see it was open - Then the FEC Rail bridge informed everyone that that bridge would be down for the passage of two more trains. So now, all of those boats that were held up because the FEC bridge and Andrews, it got really crowded. There were no dock positions we could occupy, so we did about 10 long doughnuts between the two bridges, along with about 20 other boats. The power boats do not get moved around by the current or wind as much as a sail boat with a 5' 7" keel and a big mast up top. We could not stay in one place, so doughnuts were the only solution. Fortunately, Eximius almost turns on a dime, certainly within 40'

While we ran circles around the other boats between the bridges, boats were lining up on the upstream side of the rail bridge, lots of them. The bridge clearance is only a couple of inches when it's down, so every boat and their dog were waiting.

Of course, the smaller boats don't have a clue! When the bridge opened, they decided they would get through first, meanwhile the bigger boats are dealing with a strong current. The current flow had started to shift, so now the downstream boats should pass through first. Those small boats are ignorant of the protocol and headed towards the bridge from both sides. That caused a problem as the bigger boats were trying to line up to pass the bridge and the smaller boats were going for the middle of
a pretty narrow opening. We have a 50'+ mast, so we cannot go too close to the hinge side of the bridge. Passing was a very fraught situation. I was very happy when we passed that bridge - most of the other boats headed into the dock area for the Pirate Republic restaurant on the South West Side of the bridge.

The rest of the trip to the dock was easy - Phew! We got back just after 4pm, enough water under the keel at the entrance to our canal, life was good.

We left the boat facing West so that I could go back to the boat Wednesday to start fixing the ding. Unloading the boat took about a half hour and we were on our way home.

HISC - Cruising 2020 Flag
We have 3 points towards our 10

The trip to and from the Bay was 'interesting' but well worth it to be part of a great club cruise.

See you on the water.

Paul

FIY, I keep a running blog of the trips and work done on our Catalina 34. You can read more at SailingEximius.com

If you keep a sailing blog online, please send me the link so that I can include it in the Inlet Outlet Newsletter.
65th Annual Miami Key Largo Race & Key Largo Miami Race
April 25 & 26, 2020
NOTICE OF RACES

The Miami Yacht Club welcomes back and thanks all past participants and welcomes new racers to the historic Miami Key Largo Race. These Races benefit the Miami Yacht Club’s Youth Sailing Foundation.

The proceeds from these Races support the Foundation’s programs, which promote youth sailing from beginning through advanced racing levels.

Rescheduled for May 30-31
Across
1—Dinghy hoists (started with an easy one)
4—Needed to keep your transom clean
6—Stopping for Lunch
8—Canine time keeper
10—You won’t find it under a blanket
12—Nothing to do with music, everything to do with Location
13—Steering a deliberate Course
14—Cooking Veggies on the go
16—European Banner
17—I’m done, it’s your turn
18—Anagram of Propeller

Down
2—Jolly Jack Tar
3—Looking up to it
5—I told my dog, Robert, to keep still
7—It has everything, where you’ve been and where you’re going
9—Nice when it’s not too windy
11—No, they are not fences!
15—Even real men can do it.
Wanted:
Sailboat Dock Space—Length: 33’ Beam 11’ Draft 5’
Contact: Bob Tigar
Ph: 954-781-5910
Email: bjtigar@att.net

Wanted:
Dock space with a lift for 24’ yamaha ar240
Weighs about 5500lbs.
Needs to be on a lift as it is a twin jet drive so cannot sit in the water.
Contact: Andy Ryder
Ph: 954.719.6116
Email: andy.ryder9@gmail.com

Wanted:
Looking for a dock for a 27' Island Packet that draws 4 feet.
Please call Ken White at any time on 954-480-7100.

If you have or need dock space, the best place to post it is on the Club’s Facebook Page. We will post it here if you send an email to the Inlet Outlet Editor (it will also get included in the Club Classifieds Ads Online at hisc.org)

Please make sure the email includes the following information:
- Length of Dock available / required
- Depth of Dock or Depth of Boat
- Any special needs (eg. Lift, Power, Water, etc.)
- Contact name
- Contact Phone Number
- Contact Email
The Hillsboro Inlet Soundings are provided by Jack Holland, we hope you find them useful when Navigating the Inlet

Jack Holland
Chairman
Hillsboro Inlet District
Staff
FOR SALE:
ISLAND PACKET 31, Hull # 197-Boat new '89 safe Ocean Vessel-one owner-Yanmar 27 hp diesel(low hours)--Excellent-safe-sturdy-shoal draft (4-feet) full keel.Lots of Equipment & extras:Boat recently hauled, and bottom painted--Many extras--Special Discount for Club Members $31,500

CALL DENNIS BERG, @954-296-6422

FOR SALE:
Spinnaker pole. 10.6 Ft. long, 2.6" Diam. Needs fixing or replacing end piece. No dents. Good condition otherwise.

Please make offer.
TOM GARVEY
(954)790-5235
### Club Classifieds—cont’d

**For Sale:** Solid 1980 Jack Helms 27' $8900

![Boat Image]

Very dependable engine in an confident and capable 27' sailboat. Several sails included, bottom painted last year.

A little rough looking but, with a little care and attention, she's a very unique and manageable boat. All lines run to the cockpit for single-handed racing if that's your thing. This is not some musty old boat. We sail this boat 2-3 times per month. Comes with over-sized dock whips.

Toni Kovac  
515-770-1636

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**For Sale:** Hillsboro Beach 2/2 Condo.  
Site of 2018 & 2019 Landlubbers Party.  

Dockage when available $2.03/ft/mo.

No bridges before inlet.

Call Joe Gomez 954-254-8742  
515-770-1636
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cindycow@bellsouth.net
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“This isn’t the kind of sales job I was hoping for.”

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