Hello sailors,
HISC celebrated July 4th, Independence Day, with a cruise to Bahia Mar. We had a potluck dinner followed by a fireworks display. Many of our cruisers stayed through Sunday and enjoyed a pre-departure breakfast.
Our single handed and crew races are later in the month and we are looking forward to a big turnout. Wednesday’s Beer Can racing has resumed after Abaco Race Week and has given us some great sunset sailing... but we need more boats. Come out and join the fun!
August will bring the Landlubber Party, Ladies Day Racing, and of course the return of Youth Sailing. So, Ladies, get your crews ready and join what is always a great day on the water and don’t forget the after-race party and awards.
Fall Series Racing begins at August end and we

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From The Helm
By Jeff Sussman
Commodore Paradox

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HILLSBORO INLET SAILING CLUB
August 2019
Lighthouse Point, Florida

Inside This Issue

- From the Helm 1-2
- Upcoming Events 3
- Racing 4
- Youth Sailing 5
- Beer Can Racing 6-7
- Independence Day Cruise Review 8-9
- Ladies Day Race Flyer 10
- Landlubbers Party Racing 11
- Labor Day Cruise Flyer 12
- Commodores Cup Flyer 13
- September GM Program 14
- Navigating the New River 15-17
- Soundings !!! 18
- Club Classifieds 19-22
- Sponsor Advertising 23-25
- Calendar of Events 26-27
- Sailing Humor 28

Continued on Page 2
need more Gunkhole Racers. So, if you’re a cruiser, and want a great excuse to spend some time on the water, come and join us for the Sunday Fall Series.

Like most sailors I enjoy a good book about sailing, particularly books of a historical nature. My all-time favorite is the Master and Commander (Aubrey-Maturin) 21 book series by Patrick O’Brien. It is set in the late 18th- early 19th century and parallels the Napoleonic era of the great sailing ships. Next in my list is the Honor series by Robert Macomber. This 14-book series chronicles the adventures of an American Naval Officer, Peter Wake from the Civil War to the early 20th Century. The best part about it is that much of it is set in Florida. The author has spoken at several HISC programs in the past, on topics like the history of grog and pleasure yachts that went to war. My most recent discovery is the Thomas Kydd series which looks at British Naval History in the same era as Master and Commander, but from the perspective of a conscripted sailor. Most books are written from an officer’s perspective, so this series gives a very unique view of a sailor’s life at sea. It was written by Julian Stockwin and is a fast read. Most of these books can be found on eBay or Amazon, some of the newer ones, are available on Kindle. Don’t miss the opportunity to re-live the past... pick up a book... You won’t be disappointed.

See you at the next event and “Let’s Go Sailing...”.

Jeff Sussman,
HISC Commodore 2019-2020 - Paradoxs

**BOAT US MEMBERSHIP**

Boat US membership dues are $30.00. Since we have a group membership; current HISC Members as well as any new HISC Members in 2016 should only pay $15.00.

Our Group Number is GA83724S

If you need any additional information call me,
Tim Leonard, Boat US Coordinator at (754) 367-1085
or e-mail to tbleonard@comcast.net

**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 Lighthouse Point Yacht and Racquet Club, 2701 N.E. 42nd Street, Lighthouse Point, Tel: (954)942-7224. Please check the monthly calendar or call the editor for any changes in the meeting dates, times, or locations.
### Upcoming Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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</thead>
<tbody>
<tr>
<td>08/01/2019</td>
<td>Board Meeting</td>
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<tr>
<td>08/03/2019</td>
<td>Youth Sailing</td>
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<tr>
<td>08/17/2019</td>
<td>Landlubbers Party &amp; General Meeting</td>
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<tr>
<td>08/17/2019</td>
<td>Youth Sailing</td>
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<tr>
<td>08/24/2019</td>
<td>Youth Sailing</td>
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<td>08/31/2019</td>
<td>Youth Sailing</td>
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### HISC 2019 Governing board

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
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<tbody>
<tr>
<td>Commodore</td>
<td>Jeff Sussman</td>
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<tr>
<td>Vice Commodore</td>
<td>Dale Kern</td>
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<tr>
<td>Rear Commodore</td>
<td>Paul Alcock</td>
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<tr>
<td>Past Commodore</td>
<td>Bob Schuldenfrei</td>
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<tr>
<td>Treasurer</td>
<td>Sherry Sussman</td>
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<tr>
<td>Secretary</td>
<td>Jeff Keiser</td>
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<tr>
<td>Two Year Directors</td>
<td>Christeen Pozniak</td>
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<tr>
<td>One Year Directors</td>
<td>Jeff Miskin</td>
</tr>
<tr>
<td>Staff Commodore</td>
<td>Doug Knickerbocker</td>
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### Races, Regattas & After Race Parties Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Race</th>
<th>Hosts</th>
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<tbody>
<tr>
<td>08/07/2019</td>
<td>Beer Can Race</td>
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<tr>
<td>08/11/2019</td>
<td>Ladies Day Race</td>
<td>Suzi &amp; Carl Wehe</td>
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<tr>
<td>08/25/2019</td>
<td>Fall Series #1 &amp; #2</td>
<td>Brenda and Michael Duvall</td>
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<tr>
<td>09/08/2019</td>
<td>Fall Series #3 &amp; #4</td>
<td>Michael and Katie Sparks</td>
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<tr>
<td>09/21/2019</td>
<td>Commodores Cup</td>
<td>PJs—</td>
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<tr>
<td>09/28/2019</td>
<td>Broward Cup</td>
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<tr>
<td>10/06/2019</td>
<td>Fall Series #5 &amp; #6</td>
<td>Judy and Colin Whittaker</td>
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<tr>
<td>10/12/2019</td>
<td>Columbus Day Regatta</td>
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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>
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<tbody>
<tr>
<td>08/19</td>
<td>31-2nd</td>
<td>Labor Day Cruise</td>
<td>Alebrija &amp; Tom Garvey</td>
<td>Bill Bird Marina</td>
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<tr>
<td>09/19</td>
<td>26-27</td>
<td>October Cruise</td>
<td>Wind Punk</td>
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The first half of our racing season has come to a close. We had 16 boats participate in the Spring series. The Palm Beach Regatta provided lots of excitement with a squall that tested our seamanship and lightning survival skills. We changed the format of the Nederlanden Race to a pursuit start with 11 boats racing by the finish line in close proximity. In our September meeting we will present trophies to the top finishers in the Spring Series and Nederlanden race so be sure to attend and cheer for the top boats. And speaking of cheering, Contrails created some noise in the Abacos taking multiple trophies including a first place.

Next on the calendar is a trio of our traditional “fun” races – the Single-Handed Race, the Crew Race and of course – Ladies Day! As this article is being written, several captains are getting ready for the single-handed race on July 20th. In this race, the skipper races round the buoys single-handed without a crew. It is always a great test of skill and helps us appreciate our crew! The very next weekend on July 28th, we flip the tables for our “crew” race where the skippers grind the winches and the crew calls the shots. And on August 11th, we hold our annual Ladies Day Race which is always a highly competitive event.

Our beer can series continues on Wednesday evenings and the Fall Series starts August 25th. The complete racing calendar is on HISC.ORG.

Are you on Facebook? Be sure to check out the links to the videos from the Nederlanden Race. We have great shots of every boat crossing the line and Michael Peteler captured the start. Pictures are on the HISC webpage as well in the photo section.

We started a new crew pool with a private group on Facebook. We set this up as a private group so people can share information more securely and to limit participation to HISC members and “family.” If you need crew or you want to crew – this is the place to let everyone know! Links to the group are on both the main HISC Facebook page and on the HISC website.

As always, be sure to thank the volunteers for making our race program run.

See you on the water!

Michael Sparks
2019 HISC Race Chair
Youth Sailing  
By Ken Scott Youth Sailing Committee

The Youth Sailing Program is starting again. The dates are August 3rd, 10th, 17th and 24th. Class instructional time starting at 9am each day. We look forward to another fantastic time at Quiet-waters Park.

The HISC Youth Sailing Program was created to provide sailing and boating safety training to children between the ages of 8 and 18. In the past 20+ years we are proud to have trained hundreds of children in small boat handling and water safety issues. The HISC Youth Sailing Program is staffed with sailing and organization specialists who are all volunteering their time and effort to enhance the sport of sailing and to provide invaluable experience and training to children. The Program is open to anyone who fits the age requirement and can pass a simple swimming evaluation. Safety is the most important issue in our Program therefore each child is required to wear a USCG approved lifevest and a safety lecture begins each meeting. During the instructional sailing on the lake, HISC instructors use small rowboats to provide on the water training and an enhanced level of safety. The children sail small one person type boats including: International Optimist Pram, Sunfish, and Laser. These boats were selected because of safety and ease of instruction, the Optimist Pram is the largest sailing class in the world and is considered to be the premier training platform.

And also a fantastic BBQ on the last sailing date. Please feel free to pass this invite on to others who you feel will enjoy and benefit from this great experience.

We will be launching near the Splash Adventure Park in the Southern most lake. When you enter the park, after the kiosks take a left and proceed to the Splash Adventure Park past the Main Office.

Please email us (preferred) hiscyouthsailing@gmail.com or if need be call me to confirm participation or ask any questions. Forms are on the website.

Visit our Facebook page and give us a like

Cheers,
Ken Scott

954-650-7390
The Ten Commandments of Beercan Racing

Failure to abide by these laws Could exclude you from Beercan Heaven!

I. Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what. Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."

II. Thou shalt honor the racing rules if thou knowest them. The US Sailing 2017-2020 Racing Rules, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For beer can racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

Continued on Page 7
III. Thou shalt not run out of beer. Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'beer can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

IV. Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtanium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't - it's only beer can racing.

V. Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Sunday's 'real' race. If you lose it in a Wednesday-nighter, you're going to run out of crew - not to mention friends - in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves.

VI. Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a beer canner. Besides proving that you're unclear on the concept of beer can racing, it screws up everybody's evening, including yours. Don't do it - it's bad karma.

VII. Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped his sails up in a Wednesday night race and had to sit out the championship race on Sunday. The point is that it's not worth risking your boat and gear in such casual competition: like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

VIII. Thou shalt always go to the raft up afterwards. Part of the ge-stalt of beer can races is tying up together for a beer after the race. Etiquette demands that you congratulate the winners, as well as supply a round of drinks for your crew. Besides, the raft up is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

IX. Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too - coed crews are happy crews. And, don't just make the newcomers watch - give them a job on the boat. Make sure to invite all new club members to come out and give it a try. Get everyone involved.

X. Thou shalt not worry; thou shalt be happy. Leave the cell phone in the car, bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there

Transcribed with modification by the monks at The Stargazer Adventure From the original texts by Latitude 38
Independence Day Cruise 2019
By Paul Alcock

It’s always a delight to host a club cruising event and the 2019 Independence Day Cruise was no exception.

We arrived at the Bahia Mar Resort & Marina at Noon, our boat loaded with a couple of Storage bins of Cruising goodies (Cups, Plates, Dishes, KFS, Napkins, table covers, serving spoons and platters) as well as the new HISC Feather Flags. Our cooler had my home made (ie not on the boat) Crab Stuffed Mushrooms, Large Seeded Bread loaf and Flourless Chocolate Cake.

I thought we would make a bit of a splash, but we were far from the top of the food chain! By 5pm members had started to arrive at the Bahhia Mar’s Captains Quarters and quickly covered the counter top with some awesome foods! Salads, Appetizers, Entrees, and ohhh! Those Deserts!

We had 9 boats reserve slips at the Marina, including a prospective member, we had at least 18 members/guests arrive by car. I’m pretty sure we were able to give them all parking permits—just as well as the Resort was charging $50 (yes Fifty) for parking on the 4th. Our permits cost just $8.00. So both those coming by boat got a good deal, slip rates were about 50% of the regular non-group rate.

Anyone getting to the resort early had the chance of paying a $5.00 entrance fee to listen to the live band at the Swimming pool patio, although we could hear the band from anywhere in the resort.

We shared the Captains Quarters with the power boaters from the Sea Birds club and invited them to share anything we brought. Paul Chasse and Brenda Smith led us in singing the 1st verse of the National Anthem and then we tucked into the food. There was not much left by the end of the social! Several people asked for my Flourless Chocolate Cake recipe, and I heard others asking about everything from the Salads to the deserts—folks were going around the buoy and cleaning their plates.

Despite the ongoing friendly chatter between the members, Hector, Dale, Judy, Tom and a few others, struck up a sing-a-long and we totally forgot to hold the Patriotic Quiz that Bob Schudlenfrei had put together – it wasn’t wasted, we held the Quiz during the Ad Hoc Cruise on Saturday.

Around 7pm folks started to go home / to their boats, but, as always, many stayed to help clear up. The camaraderie of the club members always makes hosting a cruise an easy and stress free pleasure. So my thanks go to everyone that helps put it together: Tom & Peder—thanks for putting the new club flag up, Pat & Bob for organizing the food setup, and everyone else that helped make our guests welcome.

Boats in attendance
1. Eximius
2. Affection
3. Esprit du vent
4. Diversion
5. Windpunk
6. Pegasus
7. Siderno potential member
8. Glory be
9. Cherrios

Car dinks
1. Tom Garvey
2. Peder Sahlin
3. Brenda Smith
4. Hector
5. David Tourock potential member
6. Hillary loftus
7. Jeff miskin
8. Peter Penner
9. David Hoffman
Independence Day Cruise Pictures—by Peggy Alcock
Hey, Guys!

We’re responsible for the Food at the Ladies Day After Race Party.

Let’s Step up to the Plate (pun intended)

This event is always well attended, and Suzi’s Club House is a great venue.

Plan on bringing some great dishes, everything from Appetizers, Entrees and Deserts

Of course, BYOB
Landlubber’s Party

Saturday, August 17th    2:00 pm to 7:00 pm

Hosts: Jan and Jeff Miskin and Barbara & Joe Gomez (Rhapsody)

Location:  Hillsboro Island House Condominium
1160 Hillsboro Mile Hillsboro Beach 33062

Yes, A1A is open but only from Hillsboro Boulevard.

The guest parking is located just before the small bridge upon entering the property.

Bring your swimsuit and towel. We have access to the pool and the beach across the street.

Fun and Games to be provided, you have to play to win a prize.

Burgers will be provided. *Feel free to bring whatever else you prefer to eat on the grill.*

BYOB and a dish to share. We will be holding short August General Meeting sometime during the festivities.

Please RSVP by August 10th so we know how many burgers to buy. Contact Joe Gomez: text (954) 254-8742, or email: joeandbarb@att.net
Labor Day

Labor Day is a public holiday celebrated on the first Monday in September. It honors the American labor movement and the contributions that workers have made to the development, growth, endurance, strength, security, prosperity, productivity, laws, sustainability, persistence, structure, and well-being of the country.

But most important...

It’s the: HISC Labor Day Cruise!!

August 30th to Sept 2nd
@ Bill Bird (Haulover Park) Marina

+ Less than $2 per foot
+ Nearby lake for anchoring between FIU & Oleta River Park
+ Pursuit Nautical Trivia on Sunday
+ Restaurant dinner on Sunday
+ Award to the most ridiculous Hawaiian shirt!
+ Breakfast at the dock Monday before departure

For reservations call Alex: 305-947-3525
At Bill Bird Marina

Hosted by Alebrije and Lizetta
HISC Commodores Cup Social 2019
Saturday, September 21

JB’s on the Beach - Inside Bar
5:30 - 7:30pm
(Past Commodores Welcome at 5:00pm)

300 NE 21st Ave - Deerfield Beach, FL 33441
Valet is Available

Appetizers Included and Cash Bar
All HISC Members and Crew are Invited!
$20 per person - Deadline Sept. 12th.
No Tickets at the Door!

Pay online at HISC.org or
Pay Cash or Check by contacting Katie at KSparksRD@aol.com

Come Join Us in Honoring our Commodores!!!
Our program for the September 12th will be special. We will be presenting our first Blarney night by some of our most esteemed story telling sailors, Tom Garvey, Paul Alcock, and Jeff Miskin. They will spin tall tales of seamanship and yarns of lore which may or may not be truthful. As such we will ask the audience to vote after each presentation to let us know if they fooled you with a load of Blarney or if their story is actually true.

Each story will be 5 minutes or less and the format for this meeting will be a bit different than usual as we will have the stories right after the general meeting and social time will be afterwards.

I am sure this will be entertaining.

Not Twitter
Not Facebook
Not Fake
But who’s telling the Truth?
Navigating the New River

We’ve been navigating the New River for 4 years, I’m sharing our experience in the hope that others will avoid some of the pitfalls we have enjoyed in that time.

The New River:

As far as Sail boats with fixed masts are concerned: The New River extends from Sand Bar Park up to the New River Fork and then either the South Fork or the North Fork. The South Fork leads to the Fort Lauderdale Marine Center beyond Davie Blvd Bridge, the North Fork leads up to Broward Bvld. My discussion is in regard to the North Fork of the New River.

Bridges:

There are 5 Bridges on the North Fork of the New River, all are normally closed to sailboat traffic but will open on request. I say upon ‘request’ because the tenders, understandably, get a bit grumpy when someone ‘demands’ an opening. Hailing the bridge tender on VHF Channel #9 normally gets a quick response. The procedure we use that seems to get an appreciative response is:

[Bridgename, Bridgename] Sailing Vessel Eximius [Inbound/Outbound] [location] Requesting an Opening, Over.

-Tender’s Response-

[Bridgename] Eximius – Roger, Standing by on 9

Because our boat has an unusual name, we have it spelled out phonetically at the helm, just in case the tender asks how to spell the boat name.

Echo - eXray - India - Mike - India - Uniform - Sierra

Upon clearing the bridge, we always thank the tender with a quick

[Bridgename] Eximius - We’re clear, thanks for the opening.

The 5 Bridges are:
- 3rd Avenue Bridge
- Andrews Avenue Bridge
- FEC Railroad Bridge
- 7th Avenue Bridge
- 11th Avenue Swing Bridge

3rd Avenue Bridge: When transiting up the New River, 3rd Avenue bridge does not come into view until within about 300 yards of the bridge, and we don’t wait until we can see the bridge before requesting an opening. We call the bridge as we cross over the ‘Tunnel’ and add that the ‘location’ to our call. Once the opening starts, it gets to fully open pretty quickly.

Andrews Avenue Bridge: Andrews Avenue Bridge can be seen before passing 3rd Avenue, so we request the opening of Andrews Avenue bridge before we clear 3rd Ave. It’s a short run and Andrews Ave bridge is slow to open. It’s a single span bridge, the hinge is on the Southern, left side as
going up river. We hug the North side fender, we’ve seen sailboats nearer to the hinge side, but it’s not so obvious if the mast will clear as the fully open bridge overhangs the river. **Caution:** There is a Pump Outflow on the North side of the river just downstream of Andrews Avenue Bridge. That Outflow will push us across the river unless we have sufficient speed through the water.  
**Caution:** The FEC railroad bridge is about 200-300 yards from Andrews Avenue Bridge - If the FEC bridge is closed, Andrews will most likely not open, which means we will have to hold station between 3rd Avenue bridge and Andrews Avenue Bridge - that could be for just a few minutes to over half an hour! Most likely we will not be the only boat between the two bridges, and it gets to feel crowded really quickly - we do not have a bow thruster - holding station can be tricky, especially if there’s a current flowing - there normally is for us. (see dock note below) We have tied up alongside an empty dock several times, because our boat has prop walk to Port, we will ideally dock on the West side of the river between the two bridges.

**Florida East Coast Railway Bridge (FEC Bridge)**  
The FEC Bridge is a single span bridge and is not controlled at the bridge - it’s a remote control bridge, however, when Brightline (Now Virgin) trains started using the bridge, they were required to have a tender at the bridge. They respond on VHF #9 to ‘FEC Bridge’  
**Caution:** There is a 2nd Pump Outflow on the North side of the river when approaching the FEC Bridge upstream (Inbound)  
The width of the channel at the FEC bridge is narrower than it seems due to the overhang of the bridge, that have been several boats that have struck the bridge structure because theystrayed too close to the hinge side of the bridge.  
There is a Website that shows the status of the bridge at [https://www.nrbinfo.com/](https://www.nrbinfo.com/)  
It is also available as an App for IPhone and Android (Search for New River Bridge Info)

**3rd Avenue Bridge**  
3rd Ave bridge is a double span bridge seen quickly after passing the FEC Bridge, and rounding Sailboat Bend, the bridge generally opens very quickly, so be prepared to rev up to pass the bridge. There are floating docks at Sailboat Bend, but beware their docksides are not nice! Have fenders out and do not scrape the dock, those are not plastic dock bumpers, they are metal! We have tied up at the floating docks several times. If you plan on picking crew up, then they can park in the big lot opposite the Museum and take the 2 minute walk to the floating docks.

Just beyond the 3rd Avenue Bridge, on the North - East side of the river is ‘Coolies Landing’. There are quite a few long term liveaboards in the slips at the landing, the current can be quite strong at that point in the river, and the tops of the ramps are frequently underwater during high tides. There’s a parking lot for boat trailers.

**11th Avenue Swing Bridge**  
The Swing bridge is the least used bridge on the North fork of the New River, but the tender normally responds right away, traffic can delay the bridge opening for several minutes.  
**Caution:** Stay clear of the shallow area on the North side of the river as approaching the bridge.  
**Caution:** Do not try to pass on the North side of the swing bridge - it’s impassible to a sailboat.

**Pumpout Options**  
There are several pumpout options on the New River, we have only experience at those on the South Side of the river. The first is at Smokers Park. When approaching 3rd Avenue Bridge inbound, going up river, and passing The Tunnel, Smokders Park is on the left as passing the corner. (see map) The pumpout is a Free City Service, but it can be reserved, so either take the chance that it’s not reserved and risk being asked by a city employee to leave, - or - Call the New River Dockmaster and ask to use it.
The Pumpout is controlled by a time switch on an electrical box just past the exercise area to the North of Smokers Park, Have everything ready for pump out at the boat before walking the 150 yards to the timer and set it for about 30 minutes, then head back to the boat and connect the pump out hose. It’s polite to suck a few gallons of river water into the hose before stowing it at the pump out station upon completion.

The Dockmaster can be reached on VHF #16 but backup with a phone call if no response on VHF Call them at: 954-828-5423

Notes: We keep our boat well up the North Fork of the New River, the canal is subject to shoaling and we can only get out of the canal within 2 hours of high tide, this means that we are probably going to have current flowing in or out as we transit the New River. Ideally we would time our departure and arrival at the dock so that the current is on our bow, it’s easier to transit the New River against the current - holding station for a delayed opening bridge is a lot easier when against the current.

The New River is used by a lot of commercial traffic. There are probably a dozen or so of River Taxis, Tour boats (Jungle Queen, Go to Sea on the Carrie Be, etc.) and then there are the Tow Boats: Large vessels heading to and from the Fort Lauderdale Marine center are often towed as the turns on the South Fork of the New River are especially tricky for a 55’ to 150’ vessel! The good news is that if you are behind a tow boat, the bridges will open quickly for them. The bad news is that if they are delayed due to the bridges, they take up a lot of river.

All of the bridges on the New River close to river traffic during rush hours between 07:30 and 09:00 and again at 16:30 to 18:00 on weekdays - National Holidays excepted. During the year there are several events which may close a bridge for the duration, such as Fun Runs etc.

We make frequent updates to our online blog at https://www.sailingeximius.com

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. Jeff Miskin is going to write an article for the September Issue about Fort Jefferson in the Dry Tortugas. Please contact the Editor if you would like to author a Local Knowledge article.
Unfortunately, we didn't get soundings for July, but they did dredge the shallow area around #4 marker.

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: *Esprit du Vent*, a 1987 Catalina 34, #422.

$32,000. Clean, well equipped, and professionally maintained diesel. 135% jib, main, & asymmetrical spinnaker. Mack-Pack sail cover w/lazy jacks.

Air conditioned, wing keel, 4’ 3” draft, Garmin chartplotter, wind instrument, 2 depth gauges, 2 VHF radios, large bimini w/dodger, shore power, 2 starting batteries, 2 house batteries, shore power, 2 battery chargers, stereo w/ cockpit speaker, hot water, 12v refrigerator, stove.

Full Coast Guard equipment. Had a marine survey in 2018.

**Contact:** Bob Schuldenfrei, 561/582-3340 or Bob@S-I-Inc.com.
FOR SALE:
ISLAND PACKET 31, Hull # 197- Bot 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

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
For Sale: 31’ WESTERLY - Berwick, 1975 - Twin Keel – Sloop (#198)


Call Brenda Smith so you can sail to The Bahamas this summer! 561.994.7530
For Sale: Solid 1980 Jack Helms 27' $8900

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
Paint with Pat in the Parks - WATERCOLORS, ACRYLICS, OILS - Plein Air - Outdoors
Use LEAF BAR tables - the patented one-legged table that wraps to a tree
For the Hillsboro Lighthouse - Register with Pompano Beach Parks & Rec - 964-786-4111
For NEW South Side Cultural Arts Center spacious studios Register Fort Lauderdale Parks & Rec - 954-828-6250

art locations change every month..... www.PatAndersonArtist.com /classes
ART CLASSES from $30 a day  Hope to see you soon, like no other art class in the World
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From Wally Moran’s Blog
https://bloggingtheicw.blogspot.com

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by Michael Malzone

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