



S.H.B.C.

Sentinel

December 2017

V5N12

The S.H.B.C. Sentinel is a periodic publication (terms of submission, last page) containing the stories and pictures of past events. Material is provided by Club Members and Guests and barely edited. Nothing provided here represents an official position of the Safety Harbor Boat Club, or anybody else for that matter. If you want official, try to get it signed and notarized.

Lighted Boats with Christmas Lights

By Mikey

From Stephanie Kern....

“Some of you are decorating your boat for the event the following weekend [Dec 9th] for Cypress Meadows. If you happen to have all of your decorations hung, it would look beautiful if you turned them on during this event.”

At the November meeting, it was stated that a generator is required if you light your boat with Christmas lights, and you should purchase one. ***For safety reasons, I recommend you do not use a generator on your boat.*** Playing with carbon monoxide is just plain too risky. Besides, they are expensive, and I have a safer + cheaper solution...

Mini-Lights (incandescent):

The 70-100 light strings cost about \$15 and about \$25 for 300 lights. Each string draws about 40 watts. If you stay at the dock, you can use shore power and not worry about how many strings you put up.

On the water, you will need a power source like an inverter. One of these will cost you about \$15 for a 150-watt unit (12A @ 13 V) to maybe \$22 for a 200-watt one (15A @ 13V). This will power three strings, more if shorter ones are used, without any problems while you are motoring. If you have separate house and start batteries, you should be good for a couple of hours without running the engine.

LED Lights:

This is my recommendation for two reasons: [1] they are cheaper now, and cost only slightly more for the “old style” C9 bulbs, and [2] the same bulb count only uses 5 watts per string. Even with a 150-watt inverter, you can put up 25+ 100-bulb strings if you want. Of course, your boat will look like a solar super nova.



Mini



C9

Summary:

You can buy all new parts using LED's with an inverter **for less than the cost to rent a generator only once.**

City of Safety Harbor Boat Parade

By SHBC Email Distribution, Pix by Archive

HO, HO, HO Mates!!!

Thanks to Dale Cuddeback's holiday spirit and energy, SHBC is properly signed up to have a float (boat) in the annual Safety Harbor Holiday Parade again this year. We need decorators and marchers and spectators to make this a big success.

We've got member Cam Carlin's boat, as last year. We've got Treasurer Mark Kanuck willing to tow the boat in the parade. We've got several people on the case to obtain candy and beads to pass out during the parade.



We need decorators to assemble at 10 AM at the Marina parking lot to dress up the boat and make it festive and bright. This activity is lots of fun and laughs for everyone. Please let Dale know if you can help with the decorating at his email address - decuddeback@gmail.com.

The next thing we need is people to march with the boat while passing out candy and beads to all the children who will be eagerly reaching out for treats. Don your gay apparel and comfortable shoes for this part! Please let Dale know if you want to be a Santa's helper for the parade. You would need to be at the boat by 1:00 PM for marching in the parade.

And, finally, we need spectators! Round up your friends and family, bring chairs, and get in position to watch this outstanding Safety Harbor event. Plan lunch or drinks before or after the event to keep businesses booming in our little town. (Have a parking plan in mind.)

Huge thanks to all who have volunteered and who will volunteer for this awesome fun day. Don't forget Saturday, December 16th, 10AM to decorate and 1PM to march.

Hope to see you there!

FREE TOUR OF THE NATIONAL WEATHER SERVICE FACILITY-MON., DEC. 11

BY ELLEN HENDERSON

This is the Last Call for the **FREE TOUR OF NOAA's NATIONAL WEATHER SERVICE** facility in **Ruskin** on **Mon., Dec. 11, 2017**. At the Aug. mtg. 27 people signed up for the tour and 8 more have since signed up.

The tour will be at 1:00 pm & will be 1-1/2 hrs. long. We will meet at the SH Marina @ 11:15 am and form carpools & will leave the Marina by 11:30.

NATIONAL WEATHER SERVICE:

Tampa Bay Area, FL

[Ave. SE](#)

[33570](#)

[2323](#)

Ruskin FL

82.43°W (Elev. 10 ft.)



[2525 14th](#)
[Ruskin, FL](#)
[\(813\) 645-](#)

27.71°N

Call Ellen Henderson (727) 797-9380

further questions & to reconfirm your plan to join us for the FREE TOUR OF THE NATIONAL WEATHER SERVICE.

with any

More on the Kidde Fire Extinguisher Recall

By Mikey



If you are on the SHBC email distribution list, you have already seen the text snippet below. You should have also seen the added message that Kidde distributes their extinguishers under numerous brand names. Check out the recall website for details.

Please be advised that these extinguishers are not only found on boats. **They are also purchased for use in kitchens, garages, and RV vehicles.** Knowing this, talk up this issue with your friends and neighbors.

This is the recall website...

<https://www.cpsc.gov/Recalls/2017/kidde-recalls-fire-extinguishers-with-plastic-handles-due-to-failure-to-discharge-and>

“More Than 40 Million Kidde Fire Extinguishers Recalled Includes those used for PWCs

ANNAPOLIS, Md., November 6, 2017 – More than 40 million Kidde fire extinguishers equipped with plastic handles, some on the market for more than 40 years, have been recalled. According to the Consumer Product Safety Commission (CPSC), “The fire extinguishers can become clogged or require excessive force to discharge and can fail to activate during a fire emergency. In addition, the nozzle can detach with enough force to pose an impact hazard.” The BoatUS Foundation for Boating Safety and Clean water is urging recreational boat owners to check their boats for the recalled extinguishers and get a free metal-handled replacement by going to the CPSC [recall website](#).

The recall affects both plastic-handle and push-button Pindicator Kidde fire extinguishers, including 134, ABC- or BC-rated models manufactured between January 1, 1973, and August 15, 2017. The extinguishers are red, white or silver and were sold in the US and Canada through a wide range of retailers from Montgomery Ward to Amazon. The CPSC [recall website](#) shows how to easily identify the affected extinguishers.”

GUEST SPEAKER FOR DEC. 6th SHBC MEETING

BY ELLEN HENDERSON



Plan to attend our **Wed., DEC. 6th SHBC** meeting at 6:30 pm in **Meeting Room "A"**, at the Safety Harbor Library. Our guest speaker will be **Captain Mike Zornes (Capt. Z)**, who will give a presentation on the recent **Isla Mujeures Regatta (St. Pete to Mexico)**. **Capt. Z** has also led charters all over the world.

RECAP OF GUEST SPEAKER FROM NOVEMBER 1ST SHBC MEETING

BY ELLEN HENDERSON, PIX BY LINDA BRANDT



Our November guest speaker was **Rand Scholet**, who gave a presentation on the "**Founding and Early History of the US Coast Guard**".

Members and guests learned a great deal on the importance of **Alexander Hamilton's** contributions to many facets of founding our great nation, including the **US Coast Guard**, the **US TREASUREY**, etc.

SHBC FULL MOON RACE - SAT. - 11/4/17

BY ELLEN HENDERSON

Since **Co-Race Chair, John V.'s** boat "**Pegasus**" was in "intensive care" (outboard and centerboard problems), both he and **Dale C.** went out early on "**Incentive**" and placed lights on the Club's three permanent marks and the extra drop mark for the S-F Line for our **FULL MOON RACE on SAT., Nov. 4.**

The boat owners and some crew members from three sailboats planning to race: "**Incentive**", "**Starwind**" and "**Wanderlust**" (just out of the repair shop) all gathered at the seawall dock for **John V.'s** Skippers Meeting. Since the wind was coming from the N-N/W at about 12 kts, the decision was a northerly windward start with a button hook turn toward the East, onward to the Orange Mark, then SE to the White Mark and finally a windward leg back to the S/F Line.

We on "**Starwind**" (Skipper: **Mark K.** and crew: **John V. & Ellen H.**) got out on the water early, so we experimented with different starting approaches. Since there was an outgoing tide, we found that even though a port-tacking start was favored, we couldn't hug the East end of the S/F line, as we would have been pushed into the mark. So, we adjusted our plan, just in case the wind might have shifted slightly more Easterly.

Meanwhile, "**Wanderlust**" with Co-owners: **Ron P** and **Roof D.** announced over CH 68, that their engine wouldn't start, but they didn't request a tow out to the starting area. After all, the evening was also coinciding with the SH Annual Wine Festival. So, Beverages were beckoning.

"**Incentive**" had to wait for a late arriving crew, as parking at the SH Marina was at a premium. So **Dale C.** and his crew: **Emily W., Clarence N. & Paula Taylor** finally joined "**Starwind**" for the two-boat race.

We watched "**Incentive**" intently, to determine their starting strategy. "**Starwind's**" crew saw an opportunity, as the leeward boat, to legally luff up "**Incentive**" at the Western pin end. However, "**Incentive**" had misunderstood the race course instruction, as they thought they would be heading toward the White mark for the first leg.

Despite being first over the line, per **Captain Dale's** observation, they quickly realized their mistake and proceeded to play catchup. With their heavier weight in the 12-kt. wind, they were rapidly gaining on us from about 8-10 boat-lengths behind. Skipper **Mark K.** astutely remembered that we needed to move the jib car forward about five holes and voila! **"Starwind"** was pulling ahead on this beam and aft port reaching leg.

At the Orange gybe mark, we were about 2-1/2 min. ahead of **"Incentive"**. The bright orange moon was starting to ascend in the Eastern sky. It magnificently rose over Tampa and but for a brief cloud-streaked moment, the moon rose to its full yellow glory, shining light over our course.



Back in the race, **"Starwind"** continued its lead over **"Incentive"** on the second starboard aft reaching leg. The wind shifts were not more than 15 degrees, so it was easy to trim for our 225-degree course heading. As we approached the White mark, **"Starwind's"** crew donned more clothing layers, anticipating the temperature drop on the impending windward leg. After the mark rounding, **"Starwind"** was ahead by over six minutes. We did the math before each of four tacks, making sure that we stayed in a + VMG, thus increasing our lead by nearly 11 minutes at the Finish. Graciously, **"Incentive"** hosted another fine post-race party. What a wonderful evening on the water.

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

Start Time: 6:33:00 pm. Wind Direction 320 degrees @ 12 kts.

<u>Vessel</u>	<u>Crew</u>	<u>Finish Time</u>	<u>Elapsed Time</u>
1) Pegasus	3	7:40:21	1:07:21
2) Incentive	4	7:51:16	1:18:16
3) Wanderlust	2	DNF	

PAINTING INCENTIVE'S BOTTOM

By Dale Cuddeback

TRIP TO THE VIKING BOAT YARD.

It was that dreaded time again. After all, it had been almost ten years since the boat was last hauled-out and bottom painted with anti-fouling paint. The diver JJ who cleaned the bottom of my 27 ft. Watkins sloop every other month was complaining that the boat was getting harder and harder to clean and that I should start getting it cleaned every month at \$40 a pop. Doing the financial math, a bottom job would probably cost about as much as two years of monthly bottom cleaning. And so, it was time.

Looking at the weather chart predictions and the tide tables it was difficult to pick out a good time to take the boat to a boat yard and get it painted. Other boat owners in the Safety Harbor marina had used Viking boat yard on Gandy Blvd. and were happy with the quality of their work and relative price. They had priced other boat yards considering travel distance away, yard availability dates and other specifics. Viking won. I called Viking and discussed available dates to paint my boat and price. I tentatively picked a date, two weeks in advance, based on weather predictions, tides and other details. I started considering logistics of arranging land transportation to and from the boat yard. My biggest concern was analyzing weather. Weather predictions are unnerving because unforeseeable weather anomalies such as hurricanes, weather fronts or wind changes can suddenly change the predictions at the last minute. So, one must watch for unanticipated weather events changes and make plan changes as necessary. I asked Emily, one of my regular racing crew, if she was available to crew and after explaining my plan she agreed. Emily has a long history of sailing in New York and was familiar with Incentive's rigging specifics. Plus, she has lots of energy. Patrick volunteered transportation to and from the boat yard. Things were beginning to fall into place.

I arranged for the diver to do one last bottom cleaning to make sure I had a clean prop for negotiating the Gandy bridge channel to the boat yard. Since tools etc. can grow legs in boat yards I started making lists of what to take off the boat.

Based on all my best planning I made an appointment at the boat yard. However, enter Hurricane Irma (stage left, that's theater talk) which had been forecasted to turn up the east coast but delayed then the turn until it was aligned to go up the gulf coast headed for Tampa. Yup, I had to cancel and reschedule. Afterwards, Irma left a lot of damage in the Tampa area and, as luck would have it, was quickly followed by the threat of a Tropical Storm. After storm threats passed I made another appointment but was again forced to cancel due to high winds. With tide and weather data scattered about my desk I picked yet another date. Now I was becoming embarrassed about cancellations at the boat yard and with Emily who kept jockeying her schedule around but hanging in there like a trooper. The next date I picked came with high head winds preceding an approaching cold front, so I elected to cancel again. I then got a list of the possible dates the boat yard could take my boat and told them I'll call them when I finally got there.

Finally, with the lunar constellations aligned (paraphrase for weather and tide charts) and on the tail end of a cold front that just passed leaving strong winds but going our way, I decided to throw caution to the wind (pun intended) and we tossed off the dock lines at 0830 on Wednesday October 25. I had been trying to get the boat to the boat yard for over a month and I was desperate. The wind had not yet risen as predicted when I made the decision to depart and I was hoping we could get to the boat yard before the winds rose too much. Boy, did I miscalculate. By the time we got to the Courtney Campbell high rise bridge the wind had practically doubled.

I had planned to put out the jib and let the wind pull us to the Gandy Bridge. At the Courtney Campbell bridge however, I realized that the wind was so high that I would probably blow out my older jib and I had no time to deal with a torn sail. I was also concerned with an ebbing tide issue at the Gandy Causeway where the boat yard was located. Furthermore, I was cognizant that the high wind would blow the water out of the bay faster than predicted leaving even lower water level in the channel to the boat yard. Also, I was worried about getting the sails down when I got to the Gandy, so I kept the motor on and sails furled. I hesitate to think about how high the waves were. But we were perfectly safe as we hung on to the wallowing boat and experienced speeds over the

bottom of 6 to 7 knots. We made the usual 2-hour trip from the marina to the Gandy bridge in 1-1/2 hours.



At the Gandy we turned west and kept very close to the south side of the bridge to follow the narrow channel to the boat yard. With the high wind almost blowing us out of the channel we had to keep the bow angled at 45 degrees to the bridge to counter the wind and the waves. What a wild ride we had. We even bounced on the bottom a couple of times when the trough of the high waves pulled the water out from under us. Emily denies it but I claim she was at the wheel when the boat touched ground. You don't expect me to take the blame, do you?

Brave Emily hung on and did fine. She told me that her boat owner friend in New York may not have been able to handle a boat in those conditions. Truth be known, I was pretty concerned myself. Earlier, before I realized how bad the conditions would be, I committed to the channel and once in the channel I was reluctant to attempt a risky turn-around. I had to keep frantically working the wheel to keep in the channel. If the boat motor had quit, we would have been quickly blown aground on the sandbars south of the channel. Wow! I don't know if I was cold or scared, but my teeth began to chatter. As my friend Chris often says "we cheated death one more time." Just kidding, although I silently vowed to never go in that channel again under those conditions. I will use the southern approach from here on even though it is much longer and not without its challenges.

We finally cleared the bridge into calmer water in the lee of causeway. We phoned the boat yard and announced our arrival. I don't think I was ever so glad to get to a boat yard for haul-out and paint even knowing it would cost me between \$1,500 to \$2,000. Our arrival time was 1100. The Travel-lift backed into place, lowered the lift straps and raised the boat out of the water. We off loaded the items we needed to take off the boat and walked around surveying the boat bottom. It had no blisters which was surprising. The keel had a few scrapes from going aground but nothing that needed repair. The prop shaft cutlass bearing was good and did not need replacing. The prop had a ding which I decided to leave alone except for sand-blasting and painting. There was a minor chip in the upper part of the rudder that needed some glass work. In addition, I asked that the through-hull for the no-longer-used speed transducer be glassed in. We walked to the office, finalized the work order and I left a \$600 deposit. The boat yard manager Tom said the boat should be finished by the following Monday.

I called Patrick and he soon arrived to pick us up. We drove to the nearby Crab Shack restaurant for a nice fish lunch. Afterwards Patrick drove us back to the Safety Harbor Marina. Emily and I

each got into our respective cars and drove home. I was tired but elated to have successfully completed the arduous trip to the boat yard. Patrick had mentioned that small craft warnings had been issued for the day but that was after we had left the Safety Harbor marina earlier that morning. He also mentioned that the wind rose to over 20MPH with puffs to 25MPH. That doesn't sound like much to non-sailboaters but in shallow water it will create four to six-foot choppy waves with a short distance between wave crests and toss my four-ton boat around violently. Those aboard best be hanging on.

Note: Conversely, I have sailed in 40 MPH wind in deep water with a much longer distance between wave crests, resulting in a fairly comfortable ride down wind. But in the shallow water of upper Tampa Bay I would never have started this trip had I been aware of the ensuing wind strength. The wind predictions I had studied the night before predicted a maximum of 16MPH and that would have been fine. Oh well, good rough weather experience.

Now I have to convince Emily to help me bring the boat back when the boat yard had finished its work. On Friday I drove to the boat yard and verified that the boat would be ready for pick up on Monday.

RETURN TO SAFETY HARBOR.

I followed the ever-changing predicted weather conditions on the internet for the next week and decided that the wind would not be favorable for the return trip to Safety Harbor until the following Wednesday. I called boat yard Tom and asked if I could pick up the boat at noon on Wednesday. He agreed. I talked to John Viverito and he wanted to sail the boat back with me and Emily who had agreed to go. John arranged for his wife Renee to drive us to the boat yard to pick up the boat. Now everything was in place for a Wednesday boat pick up. Emily even agreed to bring snacks for the trip back.

Wednesday arrived and Renee drove us to the boat yard. I paid the balance of the cost of the yard work and John, Emily and I boarded the boat and cast off. We used the motor to leave the boat yard and navigate to the southern route to get to the deep commercial freight shipping "K" channel south of the Gandy bridge. This route goes around the bridge channel that we used previously to get to the boat yard. It requires using the charts to weave through shallows but otherwise provides deeper water in lower tide conditions. Once in "K" channel we raised our sails and tried to motor sail. We had not gone far when the wind shifted and the motor provided most of the propulsion. We crossed under the Gandy, Howard Franklin and finally under the Courtney Campbell bridges. We used the motor the whole time with John at the helm.

Finally arriving in front of the entrance to the Safety Harbor Marina we dropped the sails and motored into Incentive's slip. I thanked my great crew for their help. We closed the boat and I dropped John off at his house. All's well that ends well and I have a newly painted boat bottom. Yea!

The Great Halloween Chili Cook-off and Costume Party of October 28th, 2017

By Clarence Noles

As I approached the Marina pavilion to take part in the Safety Harbor Boat Club's 22nd Annual Chili Cook-off, I had the uneasy feeling that something wasn't quite right. I was running a little late- the festivities had started at 4 o'clock and it was now 4:30 on a cool rainy Saturday afternoon- a perfect day for hot, steaming chili. Christ, I thought, I hope they left me a few handfuls.



There was a dozen or more club members already chowing down and I hurried to join them like a hog being called to the trough. Still, I thought, something is missing here. I looked around at the congregation- some were dressed in Halloween costume and some were not. Brian Garry was in a hospital robe and I knew this was no costume since he had recently been discharged from the hospital after recovering from his heart attack, but we still awarded him best costume at the end of the party. Others who dressed up were Commodore Joan Marzi as Riding Hood and her Commodore of Vice Ed Malek as a beatnik from Greenwich Village.



One of the more unique costumes belonged to new member Jackie who wore a headband that read "Freudian" and wore a black slip- thus making her a Freudian slip. Jackie also brought the 5th and final cauldron of chili which also proved to be the winner in the runoff with Phyllis Garry's batch. Jackie's friend Skip was dressed as a psychic and predicted much good sailing for Capt. Dale Cuddeback as she read his palm lines.



Of the 17 people there, Jack Yacht won the 50-50, taking \$22 and leaving \$23 for the club. All five pots of chili were hot and delicious, but Jackie's bean-less chili tasted more like pizza and I think that gave her the winning edge.

As we were wrapping up the celebration it finally dawned on me what was different about this SHBC gathering- THERE WERE NO DECORATIONS!

"Damn" I yelled "what's going on here?". And then it was explained to me that Ellen Henderson our decorator had been unable to come, not because of our drizzly inclement weather but because of her own plumbing problems. **[Editor Note: I am pretty sure this refers to Ellen's apartment, not Ellen herself.]** I know that Ellen would have had on one of the more colorful costumes. Til next year.





SHBC BIRTHDAYS

BY ELLEN HENDERSON, PIX BY Archive

Congratulations to those SHBC Members, whose Birthdays fall in the Holiday Month of **December**.

Birthdays:

12-2 **Bob Meadows**
 12-6 **Gerry Corbino**
 12-21 **Joy Sheets**
 12-28 **Phyllis Garry**



FIRST POST DAYLIGHT SAVING WED. AFTERNOON RACE - 11/8/17

SUBMITTED BY ELLEN HENDERSON

On Wed., Nov. 8, around 3 pm Skippers and Crew migrated toward their respective boats:

"Jewel Anne": Jack M., Clarence N.

"Pegasus": John V., Chris D., and Guest Dave Behrle

"Incentive": Dale C., Dennis McKenna & Ellen H.

Emily W. called Dale to let him know she'd be missing the race, but would be on board for the post-race party.

"Pegasus" was the Race Committee and they set the start line so that the fleet would have a windward start, although it was skewed toward the port end. The course was White,

Orange, Finish, which would be amended mid race. The wind was from the W-N-W at about 5-8 kts. and despite the posted incoming tide data, the wind effect was stronger, pushing water toward the East end of the start line. We on "Incentive" observed this as we attempted various pre-race starting approaches and we determined a port approach from near the western end along the start line would work best. Meanwhile, "Pegasus" got pushed below East of the line and ended up in "irons" on the wrong side of the line as the race started, thus they had to go back and restart. "Incentive" was first over the line, followed by "Jewel Anne".

"Incentive" then chose to go wing-on-wing toward the white mark allowing room to not be pushed East below the South Mark. "Jewel Anne" sailed on a more Easterly path, while on a starboard broad reach. "Pegasus" had gathered her composure and was now barreling past "Jewel Anne" and squeaked by "Incentive", needing room at the white mark turn, because of their overlapping position. After the mark rounding, the fleet was on a fetch toward the Orange Mark. "Jewel Anne" also quickly passed "Incentive" on this leg.

Just before the 2nd mark rounding, "Pegasus" announced a suggested course alteration from the orange mark, back to white, then on to the finish, adding a 4th leg. All competitors agreed to the change and as the winds had started to lessen, both lighter weight "Pegasus" and "Jewel Anne" took off leaving heavier "Incentive" in the dust during the 3rd leg.

On the last windward leg "Pegasus" and "Jewel Anne" initially opted to go West and "Incentive" noticed the winds backing, which was unusual, for this time of day and so we chose to tack East, thus taking advantage of the lifted tack up closer to the finish line. This helped us gain some distance coming closer to the fleet. When "Pegasus" and "Jewel Anne" tacked East, they both got headed way East of "Incentive's" track, so we tacked back West when we experienced their header. But it wasn't quite enough, as "Pegasus" finished nearly 15 min. ahead of "Jewel Anne". followed about 2 min. later by "Incentive". Meanwhile, we got to experience another glorious sunset in Safety Harbor.

We celebrated "Pegasus" win at our post-race party on Dale's boat, "Incentive", where we all had an opportunity to re-race the course with embellishments. Emily W. showed up just in time for the party.

Safety Harbor Marina Outback

By Mikey



If you have not seen it yet, you really need to check out the new Safety Harbor Boardwalk. I am sure you have seen the double-wide sidewalk opposite the boat ramp. It is the one that goes along behind the hotel. I ran into Kelly Ann and she introduced me to the lady in charge of the development project.

My bad for not writing her name down. At the far end, the sidewalk splits in two paths. I chose to take the right path. Was that a pun?



The boardwalk is foot traffic only, and fortunate for her, some lady on a



bike did not pass me on her way out. The boardwalk meanders thru the mangrove trees and at several places, it darts out to the open water. One path takes you to a tee section that gives a view of the water on both ends. Turning to the left is a view of the electrical towers and the right has a view of the pier, surprisingly far away. I figured

this would be a nice romantic place to hold hands and play kissy-face, but I would recommend not much else.



Moving on past the tee section, I ran into a lady who said the Spa gave up the land because they did not want to pay the taxes owed. Lucky us! After a decent walk I arrived at a branch to the left that takes you back down to the wide sidewalk. Going there puts you at the back of the tennis courts and looking towards the boat slips. Being the curious sort, I chose to continue traveling to the right. At this point, I am about ½ hour into the stroll (I was in no hurry).

I seriously underestimated how much boardwalk was remaining. I eventually ended up in a neighborhood at the intersection of Church Street and North Bayshore Drive. If you are wondering, it is at the other end of the one-lane bridge on North Bayshore. No, I did not know THAT was there either. You can find it by turning onto Jefferson Street and going to North Bayshore. I leave it up to you to find that.



By the time I got back to my car, I was not feeling guilty about the cup of ice cream I ate before taking the walk.

Sentinel Newsletter Terms of Submission:

Material may be slightly corrected for grammatical or spelling errors, but generally left as-is unless you request otherwise. Ideally, a Microsoft WORD document would be easiest to process, but we can work with text, HTML, most word processors, or Google e-mails. *Text and image messaging to my cell phone, not so much.* If you wish to submit your story or report in another word processor or document format, contact the S.H.B.C. Webmaster (me) for discussing.

Submissions must be complete with text and images. If received after the 26th of the month, they will be held over for publication and not included in the latest issue.

Images / photographs: If using a cell phone to take the picture, please hold the phone in the **horizontal** (landscape) position. Otherwise, they are rotated 90 degrees at my end. Unless of course it was your intent to put them in sideways, then please let me know.

Mike Hembrey
Webmaster & Newsletter Editor
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