



S.H.B.C. Sentinel

February 2021

V9N2

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.

GUEST SPEAKER FOR FEB. 3rd SHBC ZOOM MEETING

Article by ELLEN HENDERSON - Pix Archives



Calling All members: we will have a **SHBC meeting**

Wednesday Feb. 3rd 2021



via **Zoom @ 6:30 pm**

our guest speaker will be **Keith Law**

He will present:



" **Discovering Magellan**"





Plan to attend our **Wed., FEB. 3rd SHBC ZOOM** meeting at **6:30 pm**. Our guest speaker will be **Keith Law** who will give a presentation on **"Discovering Magellan"**

Keith will be returning to SHBC, as he was a most interesting speaker at three previous meetings on the subjects of "**Captain Bligh**" of the infamous "**Mutiny on The Bounty**", "**The Real Pirates of the Caribbean**" (Not Your Disney Pirates)" and "**Sir**

Francis Drake". So, Keith's "**Discovering Magellan**" should be informative as well as entertaining.

COVID-19 NEWS

BY ELLEN HENDERSON



If you should get **COVID-19** during **2021**, you may be eligible for **FREE MEALS** for **14 DAYS**, as part of your **Concierge Service** from your **Insurance Company**. It's **2 meals per day** for a **total of 28 meals** with **0% CO-PAY**. Check with your Insurance company, just in case.

Covid Shot Registration Woes

By Mikey from Emails

From our commodore:

"Personally, this is like playing slots at the casino, pumping money into several at time hoping it comes up berries. All I'm getting now is lemons. Absolutely crazy☐

Mark"

From Mikey Hembrey:

Okay, I have 2 leads to share...

1. FL State registration
866-200-3896

This number is for a state-wide registration in FL. When I called, I got in on the first try. It is 100% computer voice. I provided my info, like phone number and Zip Code, and it responded that I will get a call-back when appointments are available.

2. [Www.patientportalfl.com](http://www.patientportalfl.com) (shown by ABC news)
or 844-770-8548

I tried the portal because the web server can handle up to 100 simultaneous connections. Site opened up no problem. Had to create an account to log in. That done, I started answering questions. When I got to the birth date, I hit a snag. I was on my tablet and discovered I could only enter the date using the pop-up calendar. I COULD NOT TYPE IT IN DIRECTLY. I could also not select the year separately. So..... I rolled the calendar page back 74+ years, one month at a time (74×12=888+ clicks). The entry defaulted to today after all that. I was a good enough programmer to know this was insulting. Cutsie programming is rarely better than plain solid code.

Okay, off to the PC., hopefully with better luck. I get past the birthday and am deluged with insurance, medical, and family history questions. I got a bad feeling at this point but continued because it did include 65+ registrants.. Then I get to the pick-a-site part and was more upset. All the sites (4) were in the Port Richie and Hudson areas. There was nothing in Pinellas County.

I select a site but it only ask for a First Responder access code. Nothing I entered would work. So I picked another vaccination site and got the same result. Bottom line = don't bother.

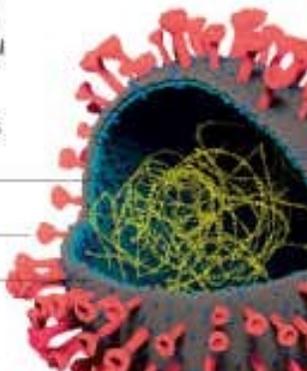
I really dislike news channels providing incomplete information when presenting registration site leads.

Mikey

Anatomy of a virus

The covid-19 virus has several features we may be able to target with drugs to break it down and stop it entering cells

RNA enclosed
in protein
Spike protein
Lipid membranes



By the way, **I STILL do not have a reservation.**

Last minute update: I get to **compete** for one of the 10,000 shots newly available starting 3PM Friday 29th.

Can't Say This Often Enough

From: **John Youra** <>
Date: Sun, Jan 24, 2021 at 6:10 AM
Subject: Re: Covid Vaccine signups-- hitting home
To: <shbc4fun@gmail.com>

Hello guys!

I just lost a great friend of over 50 years from Covid yesterday. PLEASE EVERYONE take this serious and be safe-it's bad stuff!

God bless
Jack Youra

RECAP OF GUEST SPEAKER FROM THE JAN. 13th SHBC MEMBERSHIP MEETING

BY ELLEN HENDERSON, PIX BY FRED BRAMAN



On Wed. JAN. 13th, **Captain Frederick Braman, USN (ret)**, who recently was our Club's Guest Speaker in Oct., 2020 on the topic of: "Cruising from Jacksonville, FL to the Bahamas", gave a lively presentation on "**Cruising by Mailboat**". Fred lives in **Fleming Island, near Jacksonville, Florida**.

A lifelong sailor, his sailing adventures led to **Fred's** writing as he described his **cruises** along the **US East Coast, Cuba, the Caribbean** and throughout the **Bahamas** over several decades. He has published **over fifty magazine articles** and his **first book, "Too Old Not to Go"**, chronicled his 2012, **two-thousand-mile single-handed voyage** throughout the main island groups of the **Bahamas** on his trusty **Catalina 30' Sloop "Rhombus"**.

Fred's presentation included legacy and modern **Mailboats** as well as **Fast Ferries**. It's important to have a **Mailboat** strategy with a Float Plan and a rendezvous plan. The best departure day is **Tuesday**. The cost is very reasonable at **\$30.00 or \$45**. The Mailboats load cargo all day and depart in the evening and arrive the next am. Consider alternate transportation. Have a flexible travel schedule. Extra costs: renting cars or golf carts + Mon & Pop Hotels.

If you want to learn more re: "**Cruising by Mailboat**", contact: **Fred Braman** <fredbraman@hotmail.com> or (C) (904) 866-6862

The 13 ZOOM Meeting attendees included: **Commodore Mark & Ann Kanuck, Vice Commodore/Race Co-Chair John & his Wife Renee Viverito, Treas./ZOOM Mtg. Host Joan Marzi, Sec./Scribe Marion Ruuge-Aronson, Ellen Henderson, John Herrick, Ron Poirson, Marc & Eileen Berger, Millie Nasta** and guest **Chris Dollin**.

SHBC BIRTHDAYS - FEB, 2021

BY ELLEN HENDERSON, PIX: ARCHIVES

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

Birthdays:

2-4 Tim Kim
2-9 Millie Nasta
2-12 Bob Meadows <---
2-15 Marc Berger
2-20 Barry Fox
2-22 Cindy Anderson
2-24 Jill Lunt
2-26 John Estok



You're NOT invited to the CANCELED SAFETY HARBOR BOAT CLUB ANNUAL MARDI GRAS/VALENTINES PARTY CELEBRATION DUE TO COVID 19

Here is a pix of our previous **MARDI GRAS/VALENTINES** Party as a reminder of how life used to be...



This is an important message from Pinellas County Emergency Management.

Reported by Joan

New COVID vaccine appointment signups start Jan. 23, 10AM for *residents* 65+. Residents need to create an account at: <https://www.patientportalfl.com> to make appointments.

Important Note: Creating an account does not guarantee availability for this round of appointments, but you will only have to create an account once.

The County is using the patient portal to manage sign ups and appointments. Residents are encouraged to sign up on the patient portal to speed up appointment scheduling for when the next State shipment of vaccines arrive.

No more alerts will be sent. See <https://covid19.pinellascounty.org/> to stay informed. New appointment availability will be announced on our website vaccine page <https://covid19.pinellascounty.org/vaccines/> and on our [Facebook](#), [Twitter](#), and [Nextdoor](#) accounts.

There are no vaccines available for residents without appointments, and there is no waiting list.

- Every person needs their own appointment.
- Make your account at <https://www.patientportalfl.com>
- Schedule your appointment through the portal when appointments are announced and available.

Need help?

Those without internet access or who need assistance with the portal can call **844-770-8548**. The call center is open 24 hours a day, seven days a week, and can provide guidance in English and Spanish. Any resident with the ability to access the internet is strongly encouraged to use the online portal, as phone wait times can be long.

The Florida Department of Health requires that vaccines go either to Florida seasonal or full-time residents or to individuals in Florida for the purpose of providing health care services directly to patients (source). There is not a county residency requirement.

Residents must show either a Florida driver's license or Florida identification card to receive the vaccine.

If you do not have a Florida driver's license or ID card, but you are a seasonal or part-time resident who resides here for at least 31 consecutive days, you must provide any TWO of the following to show proof of address:

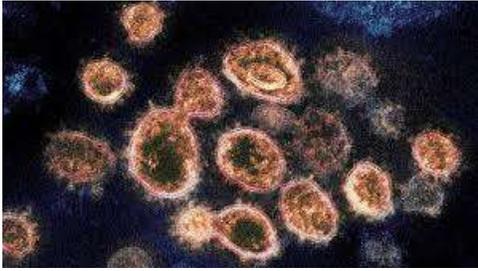
- Deed Mortgage, monthly mortgage statement or mortgage payment booklet
- Residential rental or lease agreement Proof of residential address from a parent, step-parent, legal guardian or other person with whom you seasonally reside, and a statement from that person confirming your residency.
- Utility bill*
- Utility hook-up work order*
- Mail from financial institution (checking, savings or investment account statement)*
- Mail from local, state or federal government*

*Cannot be more than 2 months old

End Message

Pinellas County Emergency Management

COVID-19 Information: <https://covid19.pinellascounty.org/>



[Editor's Note:] Do you really want **these** crawling around your insides and attacking your organs?

A Masked Socially Distanced Visit to Dauphin Island, AL

By John Viverito, w/Pix



In late December, Renee and I met the grandchildren and their parents in Alabama (an 8 hour car drive for both households) for a masked and socially distanced visit. We had all of our meals outdoors and had separate apartments with separate heating and A/C units. Even with all that, we all had a great time and were able to reconnect. The only thing missing were the physical hugs!



THANK YOU, KAREN!

By Linda Brandt and Chris Dollin, w/Pix



My (second) first mate, Chris Dollin, and I got underway at 8am on a gorgeous Tuesday morning, December 29th, 2020. It was only a few days before that we discovered this day and the next would be an excellent opportunity for my first overnighter on the boat which became **Green Eyed Lady** on January 14th, 2021. As most of you know, the boat was formerly known as *Incentive*. Our preparations included chart plotting, studying weather, wind, and tide forecasts, as well as lists for provisions. We decided a sail to St Pete would be ideal for this first excursion. We also consulted with others who knew our route and destination well, including Dale Cuddeback, Brian Garry, and Larry Pritchett. And it should be noted that Ted Hill recommended this location as one of his favorite places to anchor. Chris is an avid and accomplished sailor who spends a lot of time racing at the Davis Island Yacht Club and in St Pete with the SPSA (St Petersburg Sailing Association). She's an asset to whoever's boat she is on.

Low tide was at 9:39am (-0.40') so our early start was imperative. It was about 55 degrees and sunny. It was cool but comfortable. The bimini was still in the making which turned out to be to our advantage. We enjoyed the warmth of the sun as well as the view of our sails. We motored to the Courtney Campbell Causeway (CCC) while Chris acquainted herself with a navigation app called Navionics that she loaded on her tablet. It was a free trial as she wanted to try out other apps, but she was very pleased with its functions and ease of use. I have since purchased the app. We motored under the CCC in addition to the Howard Frankland and the Gandy but, other than that, we sailed the ENTIRE way to St Pete. The winds were truly in our favor with winds from the NE, allowing us to even sail down Cut K and Cut J Channels. There were times we found ourselves moving at 7.5 knots with both sails hoisted. We ate lunch



underway and arrived at the St Pete Pier approximately 12:30pm. It was too early to head into the basin behind the breakwater between the Albert Whitted Airport and the new pier, so we stayed outside of the city and sailed all afternoon. There were so many boats out there, unlike sailing just outside of Safety Harbor. It was a wonderful change of scenery and you couldn't have asked for a more perfect day.



After safely anchoring and jury-rigging a kayak light as an anchor light, we celebrated our successful journey with Moscow Mules while soaking in the sights. And our perfect day was far from over. A full moon rose in the east at 5:27pm and the sunset was just 18 minutes later at 5:45pm for all of our viewing pleasure. And because Chris likes astronomy, she noted Mars overhead with Jupiter and Saturn in the SE moving apart from each other. Many of the boats docked near us were still adorned with Christmas lights and we heard music from a nearby establishment for most of the evening. The pier was in the very near distance and we both agreed it lacked character. It's simply unremarkable. Our evening ended with mulled wine for a nightcap. I don't believe it got below 63 degrees during the night, so we remained quite comfortable. It was cabin lights out at 10pm and we had no trouble sleeping!



One of our first sights upon awakening were small children in Opti's sailing with their coach behind them. Actually, that's not true. When we called it a night, we were facing east, or in the direction of the breakwater. We swung 90 degrees during the night and, consequently, we were facing north when we woke up. There was no rush to get going so we had breakfast and got underway around 11. Even though we weren't able to sail the entire way back, it was nonetheless a great ride. One of the highlights on our return were the multitude of dolphins that surrounded us on the west side of the CCC. Chris even managed a wing-on-wing when the wind shifted to the south. We closed out Linda and Chris's excellent adventure with Bloody Mary's after we docked. I can't tell you how many times during the trip that we thanked Karen out loud.

Overnighters are a great way to begin. And, besides, Chris says that the boat shrinks a foot each day the longer you're out! Provisions included turkey salad sandwiches, chips, Indian food and grains in pouches that were easily heated with a small burner and propane that's part of Chris's

camping gear, smoked salmon, corn flakes with almond milk, iced coffee and cream, vodka, and ginger beer. It's all going to be part of my new book called "SIS." Sailing in Style. Just kidding. Oh, wait, maybe I'm not! We arrived back in Safety Harbor shortly before sunset on Wednesday, December 30th. Our playlists were all over the chart and included The Mavericks, Simply Red, 4 Non Blondes, Men at Work, and Steely Dan among others. And the title "Thank you, Karen?" That came from Chris's friend, Karen, who called Chris to tell her that Tuesday and Wednesday were going to be great days to go kayaking. When Chris heard that, she suggested it would be perfect weather to anchor out! Everyone was so supportive of our first adventure and we couldn't be more grateful. Between the Safety Harbor Boat Club and the guys at the marina, there's always someone there to help and guide you.

RENAMING CEREMONY

By Dale Cuddeback
Edited by Linda Brandt



Heeding a dire warning from an SHBC member (*"if you don't have a proper renaming ceremony, youse will have bad luck"*); Captain Linda Brandt held a fitting and proper renaming ceremony for her boat on January 14, 2021. In traditional style, Linda went "all in" planning, choreographing, and executing the ceremony. The vessel is a 1983 Watkins 27' sailboat sloop moored in the Safety Harbor Marina. The previous boat name of "Incentive" which she carried since being launched was being changed with all the fanfare befitting the vessel and the new owner.

The day started out with somewhat questionable weather, but by game time it had become a beautiful day. More than several attendees were noted to be peeling off outer layers of clothing as the day became warmer. The renaming ceremony was performed on the east quay wall of the Safety Harbor Marina with many Safety Harbor Boat Club members and guests in attendance with COVID-19 CDC guidelines being practiced by everyone. The boat was decked out with signal flags and the SHBC club banner.



The ceremony was video recorded by SHBC member Dick Greenhalgh from ground level with the assistance of his friend, Chuck Bengeler, and another friend flying a drone camera from above. Linda's husband Curt set up flutes of champagne for all to enjoy during and after the ceremony. One or two members assured Linda no champagne would go to waste.



Aboard the boat was [beaming] owner Captain Linda Brandt, US Coast Guard Auxiliary member Bosun CMD Brian Garry, and SHBC club Commodore Mark Kanuck. The call to summon Poseidon was sounded at 10am by Patrick Whalen with eight rings on a ship's bell. The ceremony continued with Brian pouring the traditional offering of champagne in each of the four cardinal compass points North, East, South and West, while Captain Linda cited an official homage to each of the wind Gods (Notus, Zephyros, Boreas, and Eurus) during the offering. Commodore Mark Kanuck read the traditional ceremonial narrative accompanied by Brian piping the bosun pipe

appropriately. Patrick announced Poseidon's departure by sounding the ship's bell with an additional eight rings. A drape over the stern of the boat was withdrawn revealing the new name of the vessel

"Green Eyed Lady"



It was a proper ceremony with the ruler of the sea, Poseidon, being properly acknowledged such that he will bestow good luck to the S/V "Green Eyed Lady" wherever she sails.

The ceremony was enjoyed by SHBC club members and with many passers-by contributing applause and "well done" at the end. Club members and guests were:

Curt and Linda Brandt, Chris Dollin, Dale Cuddeback, Chris Garill, Mike Hembrey, Dennis Latson, Tim and Yvonne DeLeon, Beverly and Anthony DellaGrotta, Trish Breen, Sharon McAuley, Jarine Dotson, Sal and Nancy Farina, Sharon Kline, Dick and Sharon Greenhalgh, John and Renee Viverito, Judith Overcash, Brian and Phyllis Garry, Patrick Whelan, Mark and Ann Kanuck, Tony and Deb Marazzo, Larry Pritchett, Ellen Henderon, Eileen and Marc Berger, Marion Ruuge-Aronson. I sincerely apologize if anyone was not recognized.

BERMUDA - SOMERSET BASCULE BRIDGE

By Adrienne Jordan, w/Pix



Bascule bridge.

A **bascule bridge** is also referred to as a drawbridge or a **lifting bridge**. **Somerset Bridge** is a small bridge in **Bermuda**, connecting **Somerset Island** with the **mainland** in the western **Parish of Sandys**. **Somerset Bridge** is reputedly the **smallest working drawbridge in the world**. The original bridge was **built in 1620**, and much of its structure remains, although the bridge was largely rebuilt in the mid-20th century.



This is the smallest drawbridge in the world. It opens to let one sailboat through! The bridge tender comes out and lifts the sections of the bridge – he tilts them up using the hinges. Then when the boat has passed, he puts them down again to let the traffic through.



The sailboat does not have spreaders or it would not have made it through.

At just 56cm wide (18 inches clear), Bermuda's Somerset Bridge is the world's smallest drawbridge, just wide enough to accommodate the mast of a sailboat.

It takes an average of two seconds to cross Bermuda's Somerset Bridge by car – sneeze and you might miss it.



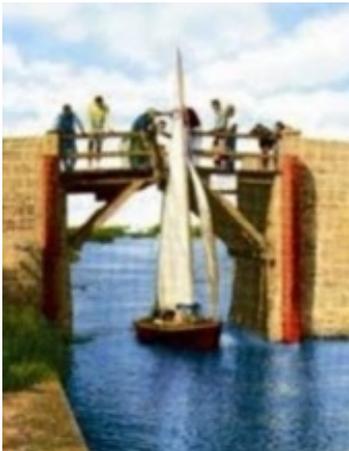
With an opening just 56cm wide, the world's smallest drawbridge is large enough to accommodate the mast of a sailboat. Yet the bridge, which links the southern tip of Somerset Island to Sandys Parish on the south-western shore of the main island, once saved Bermuda's residents up to three hours in travel time.

“For small Bermuda sloops, the shortest route to the open sea from the central and western parishes of Bermuda was via Somerset Bridge, rather than taking the long channel around the north and east coast of Bermuda,” said Dr Edward Harris, former director of the National Museum of Bermuda (<https://nmb.bm/>).

Today, 10 bridges connect eight islands and Bermuda’s mainland, but four centuries ago, the only way to get from one island to another was by boat. In 1620, The Bermuda General Assembly decided to construct the first three bridges, including Somerset Bridge, to allow residents to gather more easily. At that time, most people living in Bermuda relied on boats for fishing and general transport, but strong south-west winds made navigating Bermuda’s waters challenging. In the early 17th Century, a type of ship known as a sloop – equipped with high, raked masts and triangular sails – was developed to help islanders sail upwind. The sloop’s innovative design eventually evolved into the Bermuda rig, which was used by the British Navy in the 19th Century and for the America’s Cup in the 1930s. It remains a popular sailing vessel to this day.

With towering palm trees and verdant ferns flanking its moss-covered stone walls, Somerset Bridge looks much as it did nearly 400 years ago, save for the four small yellow chains installed to prevent passers-by from falling into the water below. While it is called a drawbridge, Somerset Bridge did not open and close in the traditional way. Having the ability to raise and lower the two sides of the bridge would have required a more complex design, and the waterway was not wide enough for anything larger than a sloop to pass. Instead, builders left a 56cm gap across the center of the bridge covered by a loose plank of wood.

As sloops approached the bridge, an overseer would raise the wooden plank from the bridge floor to allow the sail to pass through. The overseer would then assist the captain in navigating the sail through the narrow breach, and replace the plank once the sloop was safely past.



Sailing remained the primary form of transportation in Bermuda until the mid-20th Century. But as automobile traffic grew and boat traffic waned, the Bermuda government decided to retire the drawbridge. “The bridge is operational, but it doesn’t open because it’s an important part of the main road that links the largest and most eastern parish – Sandys Parish to Southampton,” explained Larry Rogers, owner of Rogers Transfers & Island Tours.

But the bridge remains treasured by residents and visitors alike. As one of Bermuda’s top tourist attractions, it was featured on a 2009 series of Bermudian banknotes, and in 2015, was officially designated a historical monument.

Despite its small size, Somerset Bridge does require some upkeep. “I just finished completing the woodwork on the bridge’s two walkways: the north and south entrances,” said Curtis Charles, a construction and maintenance engineer for the Bermuda Ministry of Public Works, who has been working on the bridge for more than 25 years. “The previous wood was 16 years old, and we needed to replace it as moisture got in between the planks and rotted. This time we made sure to treat the wood, so it will last longer, hopefully around 20 years.”

Charles and his team inspect the bridge once a month; they change the pads underneath the portion of the bridge that cars pass over, and check the wooden planks in the walkway and asphalt. He believes that Somerset Bridge is worth protecting. “It’s a point of pride,” he said.



NEW SAILBOAT FOR CONNIE & PAUL

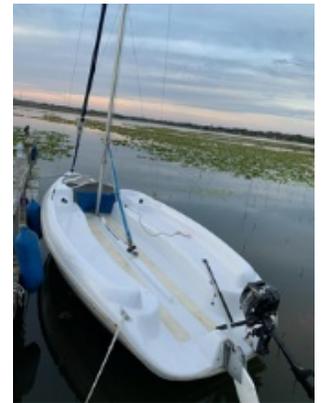
Reported by Connie Pope, w/Pix

I bought ANOTHER .. sailboat!!!! Another Hunter 170... that is in near mint condition!



Congratulations to Connie and Paul Pope, who have purchased an as-yet named 2018 Hunter 17' with a Mercury 4 Stroke, 3.5 hp outboard + their existing Hunter 17'.

They also previously bought 2 Kayaks and 1 1973 green fishing 14' boat. These all are being sailed out of their newly acquired waterfront property in Lakeland. We hope to see them trailer their Hunter to the Safety Harbor Marina to come out and compete in our future SHBC races in their new boat.



Cheating Death in High Winds (Header)

By Chris Dollin

On Sat Jan 16 I raced in a club race at SPSA on a 32ft Bristol cruising boat named *Desiderata*. The captain sent an email the day before stating that winds were predicted to be 16-18 mph, that it may be a wet ride and to bring foul weather gear.

I had on the most clothes I have ever worn sailing – 3 top layers, 2 bottom layers, woolly hat and even boat shoes (I usually prefer to go barefoot).

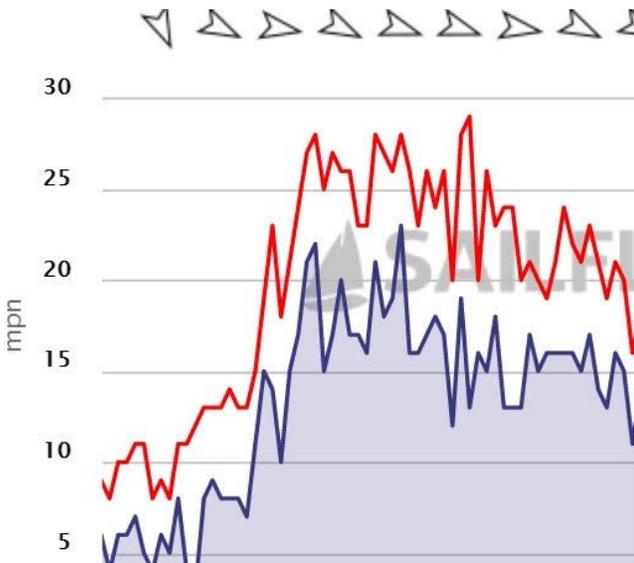
We rigged (hank ons) the small jib at the dock. It hardly ever used – it's still nice and crispy, and headed out to the start line for an 11am start.

The wind didn't seem too bad, so at the last minute before the start we took off the small jib (leaving it tied down on the fore-deck) and rigged the regular jib. About an hour into the race, the wind picked up big time gusting to almost 30 mph and from then on when we weren't going downwind, the rail was in the water. *Desiderata* has four regular crew and we work well together. The captain is an incredible sailor and very calm under any pressure – there is never any yelling.

Another crew member, Mark was warning of incoming puffs and looking for slight lulls to make tacking a little easier.

After the first race, $\frac{3}{4}$ of the fleet went back in, and we spent our lunch break reefing the main, swapping back to the smaller jib, and stowing the big jib down the hatch. The second race was somewhat shorter with a downwind start out to Big J. *Desiderata* was sailing wing-on-wing out to the mark, There were effectively following seas in the bay, and we hit 8 knots surfing down a wave.

I sent Dale Cuddeback the wind graph of the day and he suggested I should think about investing in a survival suit or a water-proof bible (or both)

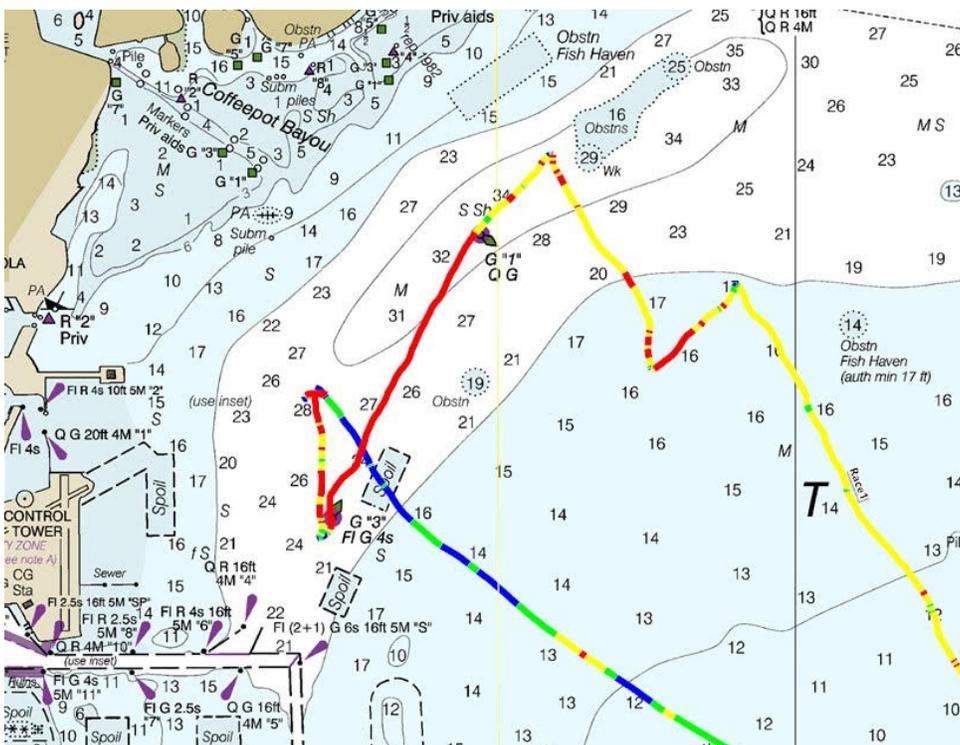


The higher wind definitely made the sailing more challenging but was also more exciting. We did cheat death, but really there wasn't a moment when any of us felt uncomfortable. *Desiderata* is a solid boat and the crew was well prepared. I take my hat off to the race committee boat which was anchored out in those conditions.

Mark has a GPS watch which tracks our course and he generates a graph of the days races showing speed throughout the race. It's interesting

to see where the wind picked up in the first race, and the effect of the flooding tide on the longer starboard tack in the second race.

I really enjoy racing on *Desiderata*, but Mark and I have warned the captain we may go on strike next time there is no lunch !





Road Trip – Bok Tower

By Mikey

Having been holed up for months now, I decided I needed to do a road trip with the top down. I usually join in with a local car club, Tampa Bay Posse, for road trips to nowhere in particular. There are usually anywhere from half a dozen cars to over 50 sometimes. However, with the Covid issue, group rides have been pretty sparse.



After seeing a news feature on TV, I decided I would do a **1-car** ride to Bok Tower near Lake Wales. This would be 3-hours of round trip driving and about a couple of hours being touristy.



“Bok Tower Gardens boasts one of the greatest works of famed **landscape architect Frederick Law Olmsted, Jr.** The meandering, historic landscape garden was designed to be a contemplative and informal woodland setting offering a series of romantic recesses and tranquil resting spots, picturesque



vistas and breathtaking views of the Singing Tower. Acres of ferns, palms, oaks and pines fashion a lush backdrop for flowering foliage

and the **spectacular seasonal color of azaleas, camellias and magnolias** (a highlight of our spring peak bloom season) showcasing an ever-changing work of art.

One of the wonderful attributes of the Gardens and natural habitats is its wildlife population. It includes **126 different species of birds** as well as the threatened **gopher tortoise** and endangered **eastern indigo snake**. The grounds of Bok Tower Gardens is a designated site on the **Great Florida Birding Trail**.



The Gardens consist of paved primary pathways and many mulched secondary paths, some of which have an incline. There are two main pathways that lead into the core Gardens, and many routes to choose in making your way to the Singing Tower. It is about an **8-minute walk to the Singing Tower from the Visitor Center.**"



That said, I call it more of a tourist trap. Yes, the scenery was great, and peaceful, but I went to hear the carillon in action. I found you had to be in the parking lot to even hear the bells. Concessions were closed and thankfully restrooms were not, So you could only walk and view. I could have done the same thing at Philippe Park, for free.

Overall, I was not impressed, but the drive up and back was pleasant. Do not make a special trip to go there, but it is worth stopping in if you are already going past.



Japanese Lantern,



Gifted 1955



Solar sundial mounted vertical

I Could Not Do It, and Trust Me, I Tried

By Mikey

I sold **Empire** and I thought I was done with owning a boat. But not so. I accidentally discovered a Pedal Kayak Pontoon Sailing Trolling Boat, with a bimini top. No, this is not a typo or wishful thinking list. This thing can be disassembled into component parts and used as desired: It is assembled with wing nuts for all the removable parts. A guy in Gulfport recently custom built it for his rental business. However, he is moving to Tallahassee now and preferred to sell it rather than deal with transporting it.

- Kayak
- Foot-pedal kayak
- Sailing kayak
- Kayak with new pontoons
- Sailing kayak with pontoons
- Pontoon boat with sail
- Trolling pontoon.
- Swim platform (has a boarding ladder too)

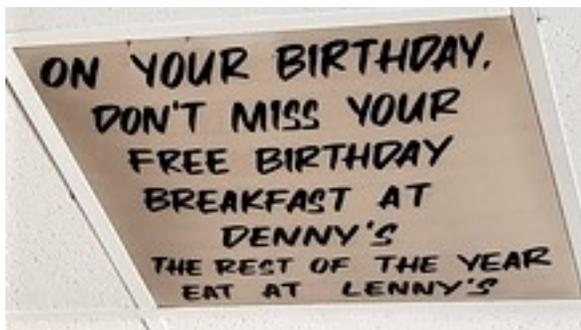
All on a flat-bed trailer too. Fortunately, the disassembly part was a blessing. I had to take it apart to get it all in the backyard. I would sell the pickup truck and park it in the driveway, but I need that to get it to the water.



Eating at Lenny's

By Mikey

If you have never had breakfast at Lenny's, then you have not eaten at the best breakfast restaurant in Tampa Bay, maybe even Florida. My Daughter-in-Law Jacquie said they have the best corned beef hash she has ever had. That is from a girl that lives on Long Island, where the standard for good food is established.



Lenny's has signs all over the place, including the ceiling. One especially caught my eye the last time I ate there. I could not resist the urge to share it.

Kayak Upper Tampa Bay Conservation Park

By Marc Berger, w/Pix

On 1/18/2021, Martin Luther King Day, a kayak trip was scheduled for a 10 am launch. The location was at the Upper Tampa Bay Conservation Park

<https://www.hillsboroughcounty.org/en/locations/upper-tampa-bay-park>

These are group shots of kayakers approaching Hillsborough Ave Road. They are unidentified Kayakers from a Meetup group, Tampa Bay Kayakers group and SHBC.



Our **Digital Millennium Copyright Act Policy** is on the website, linked from the Home page.

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 / Newsletter Editor (me) for discussing.

Submissions must be complete with text and images. If received after the 24th of the month, they will be held over for publication and not included in the latest issue.

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

Mike Hembrey
Webmaster & Newsletter Editor
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