

**AFTERDECK NEWS**  
 March 2021  
 "Come for the Boating Education ... Stay for the Friends"




For Boaters, By Boaters

RETURN ADDRESS  
 Palm Beach Sail  
 & Power Squadron  
 1128 Old Dixie Hwy., #1  
 Lake Park, FL 33403

FIRST CLASS  
 MAIL

To:



**Palm Beach Sail & Power Squadron  
 General Membership Meeting  
 Election & Change of Watch**

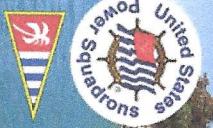
Tuesday Evening 9 March Live at Belle's Bar & Grill, Old Port Cove and  
 Broadcast live with GoToMeeting (gotomeet.me/158415957)  
 Open bar courtesy: Commander Cal and Jeannette Cearley  
 Cost per person—\$45.00  
Change of Watch Menu  
 Caesar Salad

Entrée Choices: Prime Rib / Atlantic Grilled Salmon / Crispy Duck Breast with Huckleberry Sauce,  
 Smashed Potatoes, Candied Carrots  
 Veggies: Fingerling Potatoes & Seasonal Vegetables  
 Dessert: Chocolate cake with ice cream and whipped cream

Seating to begin at 1730 – 1800  
 Cocktails 1745 / Dinner 1845 / COW 1945


FACE MASKS & SOCIAL DISTANCING REQUIRED

**AFTERDECK NEWS**



**PALM BEACH SAIL & POWER SQUADRON**  
 Special #

Volume 78, Number 03  
 March 2021



For Boaters, By Boaters



**Captain Jon Arck's S/V Second Star**

**On the Inside: Antigua Circumnavigation by Jim Bloom, SN**  
 Nominating Committee's State of Officers

**Bridge Officers & Board of Directors**

**COMMANDER**  
Calvin Cearley, P  
cearlec@yahoo.com

**EXECUTIVE OFFICER**  
L/C Laura Zavalla, N  
ZavallaUSPS@gmail.com

**EDUCATIONAL OFFICER**  
L/C Arthur Dodd, SN  
artdodd52@att.net

**ADMINISTRATIVE OFFICER**  
L/C Pam Piccone, P  
PamPiccone@gmail.com

**SECRETARY**  
L/C Barbara Roemmele, JN  
barbroem@comcast.net

**TREASURER**  
L/C Roberta Stephens  
steplee@bellsouth.net

**MEMBERS at LARGE**  
P/C Jim DeArmond, AP  
David Lee, P  
P/C Ken Peters, SN  
Lt Katherine Redmond, AP

**AFTERDECK EDITOR**  
P/C Ken Peters, SN  
kpeters1@gmail.com

**SQUADRON PHOTOGRAPHER**  
D/Lt Art Dodd, SN

**COPY EDITOR**  
Mary Ann McClain

**DISTRIBUTION & MAILING**  
P/C Barbara Roemmele, JN

U.S. Department  
of Homeland Security  
United States  
Coast Guard



**LOCAL NOTICE TO MARINERS**

District: 7  
Week: 52/20

**FLORIDA - ATLANTIC INTRACOASTAL WATERWAY - PALM SHORES TO WEST PALM BEACH - LOXAHATCHEE RIVER - US1 JUPITER FEDERAL BRIDGE:**

**Local observations -> Bridge has been operating normally except north span is slow to close posing no problems to marine vessels but causing a longer wait for shore traffic.**

Chart: 11472

Jupiter Inlet Light 1, DAYMK MISSING, 11472, 46/20

**FLORIDA - ST LUCIE INLET: Shoaling.**

Shoaling has been reported in St Lucie Inlet Florida. Water depths in the vicinity of St Lucie Inlet Buoy 8 (LLNR 10140) and St Lucie Inlet Light 9 (LLNR 10145) have been reported as low as 4.3 feet across the channel.

Chart 11472

LNM: 23/20

**FLORIDA - JUPITER INLET: Shoaling (UPDATE: August 20, 2020).**

The U.S. Coast Guard has received a report of shoaling within the sand traps area and main waterway of Jupiter Inlet between Private aid Jupiter Inlet Jetty Light 1 (LLNR 730) and Jupiter Inlet Light 1 (LLNR 46235). Depth of water has been reported as low as 3 feet in some areas of the sand traps including middle of waterway. (Ref: 34/20)

**Local observations -> Maintenance dredging was to have commenced mid November—it has not begun.**

Chart 11472

LNM: 25/20

**FLORIDA - LOXAHATCHEE RIVER FLORIDA EAST COAST RAILROAD BRIDGE:**

Bridge Replacement Scott Bridge Company Inc., acting on behalf of the bridge owner Florida East Coast (FEC) Railway, will be replacing the Loxahatchee River Railroad Bridge. The replacement of the FEC RR Bridge across the Loxahatchee River is expected to commence late July 2020.

**Afterdeck News** is published monthly by the Palm Beach Sail & Power Squadron. Editor reserves the right to accept, reject, or revise submitted articles. Editor requests articles be submitted by the first Sunday evening following the General Meeting. The Afterdeck News and the Palm Beach Sail & Power Squadron are not responsible in any way for mishaps from the use of any product or services mentioned or advertised herein. *Roster and any other personal information is not to be reproduced or otherwise used for commercial purposes.* 1125 Old Dixie Hwy, Lake Park, FL 33403 Phone: 561-594-8220

**NOTICE OF ELECTION**

**NOTICE TO ALL ACTIVE MEMBERS:** The election of officers for the 2021-2022 Bridge Year will be held at the Squadron's Annual Meeting/Change of Watch beginning at 8:00 P.M. on Tuesday 9 March, location will be determined.

**What you need to know**

The Squadron's affairs are managed by the Board of Directors (Bylaws § 6.7). The members of the Board of Directors are the Commander, Executive Officer, Administrative Officer, Educational Officer, Secretary and Treasurer (collectively the Bridge Officers). Members at Large, and the most recent past commander willing and able to serve (Bylaws § 5.4). The Board of Directors is elected by the active members at the Annual Meeting in March of each year and takes office at The Annual Meeting. (Bylaws § 5.2).

Pursuant to Bylaws section 6.8, the Nominating Committee prepares a slate of officers for elected positions, which it then sends to the Secretary at least 40 days prior to the Annual Meeting. The Secretary is required to send to each active member a copy of the Nominating Committee's slate of nominees together with a written notice of the annual meeting (Bylaws § 9.3). Publication of the Secretary's notice and the Nominating Committee's slate of nominees in this edition of the Afterdeck News satisfies the notice requirement contained in the Squadron's bylaws (Bylaw § 9.6).

There are two other ways in which officers may be nominated for election: (1) Nominees by Petition - Written petition signed by at least five active members in good standing and filed with the Secretary at least 15 days before the annual meeting (Bylaws § 11.1); (2) Nominees for Vacancies in Nominating Committee's Slate - if vacancies exist in the Nominating Committee's Slate of Nominees, nominations may be made from the floor by active members at the Annual Meeting (Bylaws § 11.3).

Election to an uncontested office may be effected by a supported motion and a ballot cast and recorded by the Secretary (Bylaws § 11.5.2). Election to a contested office shall be by secret ballot, unsigned and cast in person (Bylaws § 11.5.3). No active member shall be eligible for nomination without first signifying a willingness and ability to serve if elected (Bylaws § 11.4).

**Nominating Committee's Slate of Officers**

Commander..... L/C Laura Zavalla, N  
Executive Officer..... Yanni Pishos, P  
Educational Officer..... P/RIC Joseph A. Tringali, SN  
Administrative Officer..... Lt Pamela Piccone, S  
Secretary..... P/C Barbara Roemmele, JN  
Treasurer..... L/C Roberta Stephens, P

Member at Large..... P/C Kenneth Peters, SN  
Member at Large..... P/C Jim DeArmond, AP  
Member at Large..... David O. Lee, P  
Member at Large (Immediate Past Commander) Cor. Calvin Cearley, P

Assistant Educational Officer..... 1\* Lt Arthur R. Dodd, SN  
Assistant Administrative Officer..... Lt Ariene Widmayer, S  
Assistant Secretary..... (open)  
Assistant Treasurer..... P/C Darryl Aubrey, SN

Auditing Committee (1 year)..... P/LIC Helene Hvizd, AP  
Auditing Committee (2 years)..... Lt. George Dohn  
Auditing Committee (3 years)..... (open)

Rules Committee (1 year)..... S/C (P/D/C) Mary Dodd, SN  
Rules Committee (2 years)..... Daniel Carbone, AP  
Rules Committee (3 years)..... David O. Lee, P

Nominating Committee (1 year)..... P/C Richard McClain, SN  
Nominating Committee (1 year)..... P/C Ken Peters, SN  
Nominating Committee (2 year)..... P/C Jim DeArmond, AP  
Nominating Committee (2 years)..... Lt Ariene Widmayer, S  
Nominating Committee (3 years)..... Jeannette Cearley  
Nominating Committee (3 years) Immediate Past Cor. Calvin Cearley, P

**Filed by the Nominating Committee** (Minor typographical corrections from previous publication)

P/D/C Joyce A. Newman, AP Chairman

Lt Ariene Widmayer, S

P/C Kenneth D. Peters, SN

P/C Richard McClain, SN

P/C Jim DeArmond, AP

Jeannette Cearley

## Comments:

With our annual Meeting and the election on the horizon, it is incumbent of all Palm Beach Sail & Power Squadron members in good standing to attend our General Membership Meeting online, the 9th of March at 1900 to cast your vote for your Bridge for the 2021-2022 term.

It is necessary to have a quorum present via computer, tablet, smartphone, or live at Belle's B&G.

Please join my meeting from your computer, tablet or smartphone.

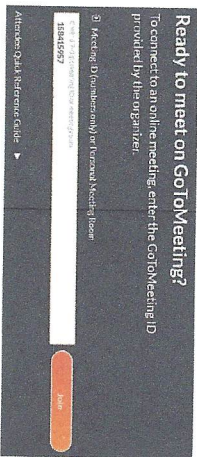
<https://global.gotomeeting.com/join/158415957>  
United States: +1 (689) 224-3412

Should any one feel that they do not have the technical experience to joining online then please ask for help.

Help is available from:

Online sources for GoToMeeting  
•<https://gotomeeting.com/meeting/join-meeting>

•Then enter the General Membership Meeting ID. It is 158415957 and as shown in the white space below



•Next click the Join Button  
As a last resort help is available from:

Jim DeAmmond:  
•561-239-8673  
•jimdee@gmail.com

Ken Peters:  
•321-432-8071  
•kpeters1@gmail.com  
Mary Dodd  
•561-301-8837  
•mreddd@att.net

Should anyone feel the need to practice ahead of time, give Ken a heads-up call and he will schedule a one-on-one session instantly.

Following is GoToMeeting's official invita-

## PSPS-General Membership Meeting

Please join my meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/158415957>

You can also dial in using your phone:  
United States: +1 (689) 224-3412

Access Code: 158-415-957

New to GoToMeeting? Get the app now and be ready when your first meeting starts.  
<https://global.gotomeeting.com/frsail/158415957>

tion to our General Membership Meeting.

By-the-way, these numbers and log-on methods will remain the same for all General Membership Meetings for the foreseeable future.

## Rules of the Road for Online Sessions

Let us rather call this list Guideline vice Rules, we can leave the rules for SOLAS.

- 1) Mute your microphone until you would like to speak.
- 2) If you are new to the online meeting world, show up 10 minutes or so prior to the start time for the session—it will allow you to be more comfortable with the controls
- 3) Old hands, please be on time as you may be needed to establish a quorum.
- 4) Checkout the Chat feature of G2M (the snag



- 5) of the upper right corner on next page indicates 4 chats for me.
- Also indicated are (eadly only) 15 computer with 1 or more folks attending our General Membership Meeting.

## From the SEO's Chair

### Lt/C Art Dodd, SN

As you may know by now, I am not continuing as SEO after the Change of Watch in March. So, this is my last SEO article in the Afterdeck. I am stepping down from SEO to let P/R/C Joe Tringali, SN, lead for a while. I will try to support him in bringing back the Palm Beach Sail & Power Squadron educational program from Covid-induced stasis.

### Pop Quiz: What's an "analemma"?

#### Classes:

Cruise Planning, taught by P/C Ken Peters, SN; exam results have been received. Both students, Yanni Pishos and Ken Rothmel, passed  
No other classes are currently scheduled

**Bonus Quiz Question:** What's the significance of the Tropic of Cancer and Tropic of Capricorn?

**2<sup>nd</sup> Bonus Quiz Question:** What about the Arctic and Antarctic Circles?

### Our Instructors

I think here is a good place to mention our instructors. The basic reason for starting the United States Power Squadrons in 1914 was to foster boater education. There has been 107 years (this month, in fact) of continued development of the educational program of USPS. The foundation of any education program consists of the instructors – the program lives or dies by them. I have had the good fortune of working with some of the best instructors I have come across in the Power Squadron. They are knowledgeable and dedicated to ensuring students actually learn something. Most have extensive teaching backgrounds. A few are new to teaching, which is as it should be to ensure we continue in the future. More instructors are always needed (hint, hint). To our instructors: THANK YOU for working to help our Squadron succeed.

**Pop Quiz Answer:** The analemma is a representation of the sun's position in the sky as seen from one location on the Earth's surface. The shape is a diagonal lopsided figure 8. If you were to place a camera at a location and

take a photo of the sun at the same time (disregard daylight savings) of day over a period of one year, the combined photos would show the analemma in the sky. The north/south portion of the analemma is due to the tilt of the Earth's axis with respect to the sun. The east/west portion is due to the combination of axial tilt and the Earth's orbital eccentricity (i.e. not a circle).

**Bonus Quiz Answer:** The Tropics of Cancer and Capricorn represent the north and south, respectively, limits of the sun's "travel" in the sky due to the axial tilt of the Earth with respect to the sun. At local noon on the June solstice (June 21), the sun will be directly overhead if you are located on the Tropic of Cancer. Before and after that date, it will be a little south. Similarly, the Tropic of Capricorn represents the southernmost travel of the sun, with it being overhead on the December solstice (December 21). The latitudes of the Tropics of Cancer and Capricorn are 23.4365°N and 23.4655°S, respectively. Guess what the axial tilt of the Earth to the sun is (about 23.5°).

**2<sup>nd</sup> Bonus Quiz Answer:** The Arctic/Antarctic Circles represent the southern limit of the area on the Earth where the sun does not set or rise for one day or more each year. For the Arctic Circle, on the June solstice (June 21), the sun does not set and on the December solstice (December 21), the sun will not rise above the horizon. Hmmm. Latitude goes from 0, at the Equator, to 90 at the North Pole. So, what would be the latitudes of the Arctic and Antarctic Circles? Perhaps 90 – 23.4655 = 66.5345°N (Arctic) and 66.5635°S (Antarctic).

### Navigator's Blessing by littlegoldboat

May you see the way wherever the journey takes you,  
sailing safely over rough water  
and weathering the waves' dips and crests.  
May you find treasure in Earth's infinite variety,  
beauty and surprise.  
May you hear the ocean's music in every shell  
you hold to your ear.  
May your boat fill with insight, laughter, generosity and love  
as you discover new landscapes and explore  
the wide expanse of memory.





## Antigua Circumnavigation

By Jim Bloom, SN

*In a previous article I gave my opinion about chartering in the Caribbean; don't bite off more than you can chew. I mean, get on "Island Time," leave early in the morning so you get to your destination in the early afternoon so you can get a good anchoring spot or mooring, and spend a good part of the day ashore or exploring. Balance the time between sailing and the destination. Even short sails in the Caribbean can be very exhilarating.*

I'd like to tell about my first ever chartering experience; it was with another couple on a C & C Landfall 43, *Lambda Nu*, out of Parham, Antigua. We selected Antigua because I had a timeshare there and I knew my way around the island by land. It was to be my first skippering experience in the Caribbean. This article is not intended to be a cruising guide; it's meant to show how much can be done in a week. Our goal was to have a leisurely circumnavigation of Antigua with time to explore the areas around our anchorages.

We sailed directly out of Parham Harbour on the north side of Antigua, on a starboard reach, up to the southern tip of Barbuda, about twenty-five nautical miles to the north-northeast. Barbuda is a relatively small, very flat island that cannot be seen from Antigua. The two islands are actually one country, Antigua and Barbuda. Since we checked into the country at the airport, there was no need to take time away from our excursion to check in or out with customs and immigration anywhere else along the way. Barbuda provided us two nights of serenity at anchor and a day of dinghy exploring and swimming along its long pink sand beach. A short swim from the boat was a great snorkeling reef where we swam with a wild dolphin that was as curious about us as we were about him. Unfortunately, in 2017, hurricane Irma destroyed Barbuda and left it nearly uninhabited.

The next day was our longest sailing day of the trip about thirty-five nautical miles. A steady east wind let us close reach on a port tack south along Antigua's windward east coast enjoying the rhythm of the evenly spaced rollers. Our destination for the afternoon and night was Green Island. I gave my friend the compass course we should be steering and after awhile I

noticed we were falling off a lot. "You're not following the compass course," I said. "I know, I'm sailing to the island, it's over there." In my head I was screaming, but I managed to calmly say, "Where you're pointing to is the highest point on Antigua and it's on the southwest side! We want to go along the east side! We have to point up to windward, NOW!" Otherwise, we'll run into the island and have to tack all the way out. There's a lot of land out there you just can't see yet! Fortunately, I noticed it early enough that we could foot our way back to our course and avoided having to tack. (We remained friends.) Other than that, it was an uneventful, gorgeous sail down to the south eastern tip of Green Island where we doused out sails and motored back north, Antigua to port and to starboard Green Island, into Nonsuch Bay.

Once into the bay, *Lambda Nu* snuggled in behind the large reef that separated us in Nonsuch Bay from the Atlantic Ocean just a hundred yards in front of us. With the anchor down, checked and secure, we settled down for landfall drinks followed by dinner.

Shortly after breakfast, the next day, we went ashore and from the small beach, we explored the reef and relaxed on the beach. Lunch aboard was followed by a two-hour afternoon westward downwind sail, a real "hill and gully" sleigh ride on the large rollers, to



English Harbour and Nelson's Dockyard. Nelson's Dockyard National Park and Museum is the only surviving, working Georgian dockyard in the world; it is also a UNESCO World Heritage site. The small Village of English Harbour caters to the sailing and charter fleets. The combined total of sailboats in English and Falmouth Harbours can be well over a hundred at times. The village has restaurants, pizza and ice cream shops, hairdressers, ship chandleries, sail makers, etc., some of which are actually in the working Dockyard. Falmouth is separated from English Harbour by no more than a block wide land "bridge" at the head of each harbor.

English Harbour is a smaller more protected, easily defended harbor than Falmouth. That's why it was selected as a British Naval base three hundred or so years ago. Even though there is now a modest fee for anchoring within the park, it is well worth it. English Harbour is much more charming and quaint, Falmouth is a broad expanse.

Since we had previously spent time in English Harbour, we only dropped anchor for the night and went ashore for a dinner and left the next morning. However, visitors to the Dockyard, should explore the Dockyard and Museum, walk out to Ft. Berkeley guarding the harbor entrance, go up to Shirley

Heights for a magnificent view of the two side-by-side harbors below and even a glimpse of Guadeloupe fifty miles to the south and Montserrat twenty-five to the west. Another choice is to use the continuous bus service to the Capitol city of St. Johns. Taking the bus is a

good way to see the interior of any island and mix with the locals.

After a night in English Harbour we continued our circumnavigation with a midday downwind run west and around to the leeward side and up to Lignum Bay, off the Jolly Beach Hotel, for an overnight and then an early short hop to Deep Bay for lunch and snorkeling over the 90-foot wreck on the bottom. The wooden hull is usually full of beautiful fish of all shapes and colors, including the omnipresent barracuda. After lunch, we were off again, this time to Dickenson Bay for an overnight before our very early last morning start, and our only up wind leg (motor sail), to return the boat to Parham by noon. It was a beautiful week of enjoying the sailing, living aboard and the sights and sounds of the island.

The circumnavigation of Antigua with the detour to Barbuda, gave us plenty of navigating and sailing time and plenty of snorkeling and dinghy exploring time. I don't recommend the windward side of the larger islands because they are longer and do not offer any protective anchorages. Antigua's windward side is very short compared to the others, even though there is no easily accessible harbor of refuge on that shore. If necessary, we could always have come about, run with the weather and sail around the north-east "corner" of the island and into its lee. The weather was beautiful.

I repeat, get on "Island Time." Enjoy your sailing and give yourself the opportunity of seeing the islands.

## Antigua & Barbuda

Antigua and Barbuda is an independent Commonwealth country comprising its 2 namesake islands and several smaller ones. Positioned where the Atlantic and Caribbean meet, it's known for reef-lined beaches, rainforests and resorts. — Google

One if many extras in classes taught by your Palm Beach Sail & Power Squadron instructors are the personal experiences of those involved in passing on their own experiences as well as those from other sailors.

Jim Bloom's *Thoughts on Bareboat Charter Cruises* (Afterdeck News Feb 2021) and *Antigua Circumnavigation* are perfect examples. Thank you and **Well Done** once again Jim!

