

AFTERDECK NEWS



PALM BEACH SAIL & POWER SQUADRON
District 8

Volume 77, Number 7

September 2020



Circa 1974: Jay, now our Son-in-law, skiing behind our 36 ft Chris-Craft "KATHY EL", traveling up the "extra calm" Potomac River. Daughter, Deni, and son, Chuck (with patch on chin after receiving stitches in days earlier skiing accident), are at transom.

Dad (Bill) at helm, with Wray and Kathy on bridge. (Deni & Jay were later married in 1979).

Photo by Alan Hart.

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LOCAL NOTICE TO MARINERS

District: 7

Week: 33/20

FLORIDA - PALM SHORES TO WEST PALM BEACH - 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' across the channel.
Chart 11472 LNM: 23/20

FLORIDA - PALM SHORES TO WEST PALM BEACH - JUPITER INLET: Shoaling.
The U.S. Coast Guard has received a report of possible shoaling within the sand traps of Jupiter Inlet. Depth of water has been reported as low as 8' in some areas of the sand traps.

FLORIDA - EAST COAST - BETHEL SHOAL TO JUPITER INLET - 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. To facilitate launching barges, a temporary access bridge will be constructed on the northwest corner of the RR Bridge. The access bridge may extend slightly into the northern edge of the channel. The contractor will perform the bridge/trestle replacement from an 80' x 80' spud/crane barge and 85' x 140' catamaran/crane barge. All in-water equipment shall be properly lighted. At no time will the entire waterway be closed to navigation without prior Coast Guard approval. Anticipate future waterway restrictions and/or closures. If you have any questions regarding the waterway, please contact USCG Sector Miami Waterways Division at (305) 535-4317, email E07-PF-SECMIAMI-MARINE-PERMITS@USCG.MIL
UPDATE

From July 13, 2020 through August 3, 2020, the contractor will be conducting soil borings on the west side of the bridge from two spud barges. No work will be performed in the channel and equipment will be properly lighted.

Ref: LNM 27-20 through 33-20

Chart: 11474

Bottom-line to LNMs:

- 1) The Inlets of Jupiter & St Lucie do in fact require local knowledge.
- 2) The FEC Railroad Bridge crossing the Loxahatchee River is being replaced.

Afterdeck News Editor's Thoughts & Musings:

{Contributed by Ken Peters}

See Page 10 for Jim Bloom's story on an Unforgettable Character (aka Sailor) he met in the BVIs. Apparently Derek preferred to be at sea sailing rather than enjoying time ashore. This type of behavior gives credit to the difference between boater and sailors as boaters go where they want to go while sailors are where they want to be.

Next month look for my story on a sailor who took 12 years to complete his circumnavigation voyage. Don said he liked to taste & smell these exotic places. When I introduced him as a speaker, I would say, "Don is not a fast sailor, nor is he a slow sailor. Don is a half fast sailor."

Continued on page 11

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



From the Commander

Cdr Cal Cearley, P

(these are my thoughts and does not reflect the opinion of the other members of the squadron)

2 September 2020

To Mask or not to Mask and get in line for the vaccine:

Hello everyone, I tried to think of something really interesting to write about for this edition of the Afterdeck. Boating news is being well covered by the other board members. The news media is full of terrible events; rioting all over the world after the death of George Floyd, the hope for a vaccine, calling out of the National Guard and the killing of several policemen during the riots. What to write about? I decided to write about my personal feelings regarding the face masks and the vaccine.

The Mask:

When Jeannette and I go out to shop or dinner we always wear our face mask and stay the safe distance from other people. Now there are some exceptions. If we are with a family member



From the Rules Chair

Stf/C Mary Dodd, SN

**Operations Training
Elected Positions Continued
Squadron Secretary**

My last article in the Afterdeck was about the Squadron Administrative Officer's responsibilities. This month I will be discussing the Secretary's Department and responsibilities.

Our Secretary this year is Lt/C Barbara, Roemmele, JN. The Secretary has the rank of Lieutenant Commander (Lt/C). The Secretary can also have an elected Assistant Squadron Secretary who is 1st Lt Debra Moore.

The Secretary, and the entire Secretary Department, is a record - keeping department, responsible for the non-financial records of the squadron, keeping minutes, sending meetings notices, maintaining membership data and submitting the OD2 report

or a close friend that we feel real comfortable with then we sometimes relax a little.

What bothers us is the fact that some people do not wear face mask. People getting gas for the car, shopping in the stores, going to and from a place while walking is not reason in their minds to put on the mask. This bothers us.

The people who have the virus and do not know it and do not show any signs of sickness, no fever, no cough, etc. are spreading the virus. How do we reach them and make them realize what they are innocently doing? I guess they do not read the newspaper or watch the news on TV.

Now to the vaccine.

I hope and pray that a vaccine becomes available soon in sufficient quantity for all.

The Secretary is an ex officio member of the following Committees, which reports to the Secretary: Data bases, Computer Systems, Editor of the Afterdeck, Electronic Distribution, Webmaster, Advertising, Historian, Roster, The Ensign correspondence and Photographer. To learn more about the Secretary's Department and duties look on the National Website Secretary's Seminar and read the Secretary's manual 2019.

Information for this article comes from the Operations Manual 2020 and the Operations Training in 3 seminar and the Squadron Roster. Next month we will discuss the Treasurer's Position.

Answer to this month's question will appear in next month's Afterdeck.

This Month's Questions: Which Department is responsible for all things internal to the Squadron?

Last month's answer: How many merit marks does a member have to receive to become a Life Member? 25 Merits

Virus, Virus, Virus

By Jim DeArmond

When will it end? We all want an answer to this question. As near as I can tell, it's getting closer to ending as far as keeping everyone cooped up in our homes.

As for us, we're handling it. Even though Joyce likes to cook. I think she's just about at her limit. Believe me, I can't thank her enough. I give Joyce my vote for the best home chef on the planet. I would pick a Joyce meal any day over a restaurant meal. But, even Joyce is ready to have someone else handle the frypan.

So what does all this have to do with the squadron. Good question and one that most of us already have the answer. The squadron was a fun part of our life. Then, one day, back in March, it had to shut down. And it wasn't just the squadron. Many of us have had several fun activities brought to a halt because of the virus. I bet many have learned a new television called "Binge Watching" who knew!!

The squadron has been shutdown like everything else. That's no surprise. Not totally shutdown, but, mostly when it comes to having meetings or classes.

The squadron management (the Executive Committee) still meets online to manage tasks that need attention regardless of the virus. We conduct these meetings with a program called Go To Meeting. It is very much like Zoom which many of you have used to keep up with your family. The program works very well and allows the squadron to conduct essential business of the squadron. Not as good as "face to face" but, it works.

In addition, we use Commander Cal's very shinny "crystal ball" to make plans to get back in full operation once the virus passes.

For those of you with boats or located

near the water, you know that boaters are not waiting for the pandemic to be over. They are out there now enjoying their favorite hobby. In fact, the pandemic is giving new boaters an excuse to go buy a shiny new boat. For them, I am very jealous. Who wouldn't be. Everything new, providing your family a great opportunity to take their hobby to a new level, full speed ahead.

Which brings me to my last point, our squadron. There is no better time to let boaters know what our squadron has to offer than right now. We are building our plan to promote the squadron to our local boating community. Our message is clear. "They have an organization with the best boating education available right here in their neighborhood.....the Palm Beach Sail and Power Squadron". BTW, you may see us promote ourselves as America's Boating Club of Palm Beach. Some people like this name better. Both names are still us. In fact, you may see the newer one more often. I'm told it makes us seem less military. If they knew us, they would know that's not true.

Anyway, I need your help. I would like all of you wonderful boaters to take a minute to think about what you like best about boating in our area and email me a short note on what it is that gets you going and wanting to jump in your boat and get on the water. Please, please, please put together a short note and send it to my email address jim-dea@gmail.com. And, if you can, do it now, that would be great. I really need your help.

That's it for now! Stay safe, have fun and we'll talk again soon,
Past Commander Jim DeArmond

MY Best, Funniest, Worst, Scariest, etc, BOATING EXPERIENCE!!

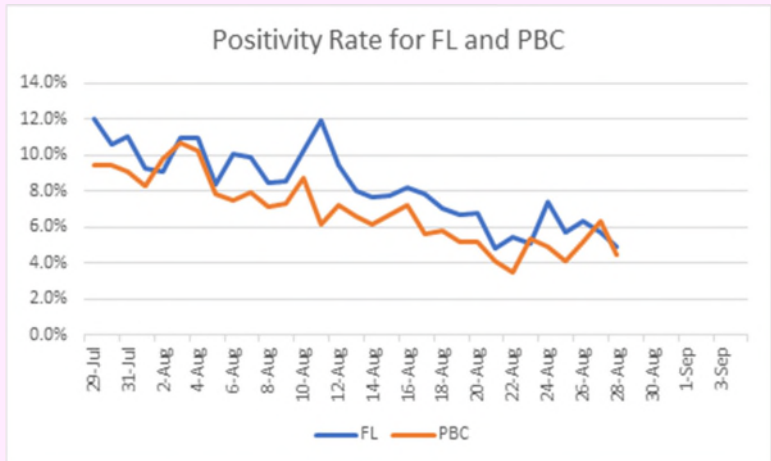
Contributions by: *Captain Katherine Redmond, AP*

Every Man a Tarzan (or so he thinks)

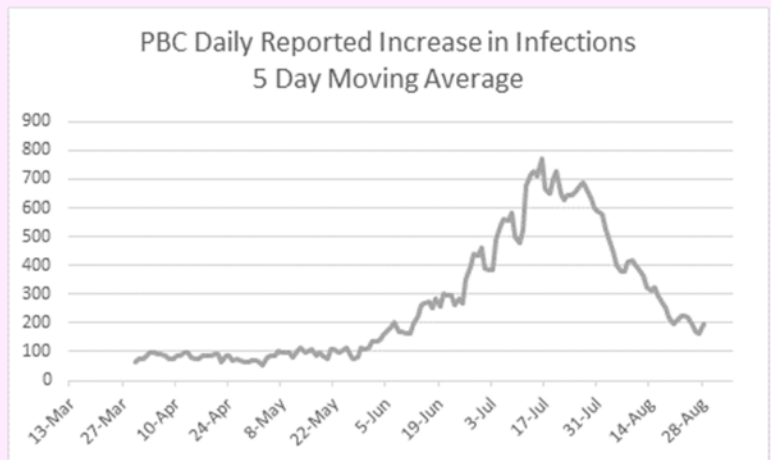
It began as one of our wonderful trips to the British Virgin Islands. We had purchased a vessel and placed it in a charter program through the Moorings. All of our five children and 13 grandchildren had joined us for at least one of our 30 weeks of charter time, and many of them were left with our love of the sea. Our most frequent guests were my sister and her husband. We invited them often, and they loved it.

A Special Gift from CHINA!

Recent trends on COVID-19 infection testing suggest both the state of Florida and Palm Beach County are making good progress in reducing the number of new infections. Most likely this is due to people taking masks and social distancing seriously. The positivity rate is the percent of infections found in all tests performed by the various labs in the preceding day. Recognize that the samples for these were taken several days earlier. This is the latest snapshot of our current situation. The CDC wants to see the positivity stay below 5%.



The second chart shows the daily increase of new infections found since March. You can see a sharp increase or surge in June and July when we first entered Phase 1 and did not take masks and distancing seriously. Starting later in July, due to increased government emphasis on masks, distancing, and no large gatherings, the rate of increases has fallen.



Please continue to take precautions and be safe!

Contributed by P/C Darryl Aubrey, SN

Tarzan continues

One of our favorite destinations was Norman Island, where we snorkeled The Caves, and we were in the area of the mooring balls when the Katherine M stopped moving. The floating part of a mooring had apparently broken off, rendering the remainder underwater line and weight, invisible. As I passed it, the line wrapped around one of the props, and we were snagged. The Moorings has staff that are available to help in such situations, and I reached for the phone to call them. My husband, however, figured he could handle it himself. (The warm fresh air, along with a relaxing drink, can have a Tarzan effect on you!).

In a minute, he changed into his swimsuit, and emerged from the cockpit with both hands tightening the knot in his bathing suit, sharp knife dangling between his lips. I immediately dissented. He was over 70, had a stent, a minor stroke, along with high blood pressure and type 2 diabetes. He was also 35 pounds overweight and on blood thinners. I pleaded with him and he finally allowed me to tie a line around him so we could pull him up if he got into trouble. Amazingly, Ron could hold his breath for a long time, and had proved so when he swam underwater for his diving credentials. So with my promise to count to 60, he jumped into the water like a floppy manatee.



Tarzan continues on page 11



Callisto's
 Tips, Tricks, & Techniques
 for Sailors



All hands
TURN TO!

The boatswain mate shrills his pipe and call for all hands not on watch to *turn to*. Together let us learn from these fine ladies and a helpful sailor that have TURNED TO and gone to work cleaning up our headquarters.

HQ looks a bit better certainly than before, however, I have been told that more effort is required so you just might hear the word passed to turn to. If so please step forward to do your part.





The rewards to the **Working Party** are, as always, aboard a good ship, worth **Turning To** for.



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A couple more of

Callisto's Tips, Tricks, & Techniques

1) After one of Florida's strong late afternoon storms came storming through, I saw the genoa flying from a large sailing vessel across from my Jupiter Cove home.

I wondered why the skipper would do such a thing when I recognized that it was certainly not intentional.

Most likely someone left the clutch for the furling line open. The strong wind launched the Genoa.

This became a lesson learned as I now tie a chain in *Callisto's* furling line before the clutch.

2) As a pilot I never enjoyed flying a Back Course. The same can be said of sailing out-bound from a range ashore. It becomes too much looking behind with less attention ahead.

Our MO in *Callisto* is to assign a lee helmsman the task of looking aft and actually keeping her on range while the helmsman continues to look forward and take over control when needed.

Pictured is the Lee Helmsman on the range.

Photo by Pat Naulty



Driving along a major highway along the water, you see a large sign, lots of folks, smoke, and fire. *What now?*

You stop get out to say what is going on. You are greeted warmly and asked to join in.

After instruction in the proper use of these emergency devices, you are offered to join in the fun just in case you may have to use such items in a less than fun situation.

I have heard many well trained experienced boaters say that this was the first time they have ever used a simple flare.

Have you ever shot a flare in practice?



FIRST 2020 FLARE-UP

Instruction and demonstration by SPS



FIRST 2020 FLARE-UP

Saturday, July 11, 2020

Eau Gallie Boat Ramp



Preparation—keeping in mind safety!

Thanks to Palm Beach SPS (Ken Peters & Pat Naulty) for their donation of a bucket full of flares.



Thanks to Don Kadlac from Sebastian Inlet SPS for supporting our event...



We had an assortment of pyrotechnic marine flares: hand flares, orange smoke flares, and 12-gauge aerial flares. We also demonstrated how to try parachute aerial flares. Also demonstrated were non-pyrotechnic flares, such as orange day-signal flag, electric LED distress flares.





RE-UP
CEO Jim Merker



Hand-held signal
It was too windy
on-pyrotechnic
less signal, and



Guests from our
Palm Beach Sail & Power Squadron
← Pistol Packing Pat Naulty
Penny Peters
putting up with it all
↓



An Unforgettable Cruising Character

Contributed by Jim Bloom

When you start cruising the Caribbean you begin to meet characters that make lasting impressions, favorable, unfavorable or “Oh my-gosh, what a character”! At the same time you begin to wonder if others look at you as one of these characters. One of these is Derek Strange, a very favorable character, whom I met in Antigua in December 1980. Derek was one of these self-confident, square jawed, gray-ing, English fighter pilot types from WWII, which he may have been. I also learned that, on *Quickstep*, he was a survivor of the infamous 1979 Fastnet Race when so many crews were lost due to an unpredicted hurricane that engulfed the fleet off the coast of England.

When I met Derek he was sailing a Freres 44 ketch, *Conquistador des Los Andes*, with his then twenty-year old son, John, and another crewmember. Through a mutual friend I was invited to day sail with him a couple of times during my vacation and we hit it off “splendidly,” as he put it. Derek was to have sailed up to the States the summer of 1980, but decided to sail back to England so he could race across the Atlantic again the next fall. Sure enough, when I got back to my timeshare in December of '81 he was anchored there in English Harbour, Antigua.

Derek showed up at my house on Long Island Sound just before Memorial Day 1982 where he slept in a bed on land for the first time in two years. Rather than taking my Columbia 26 *Michaya* to a raft up in Oyster Bay, we went on *Conquistador*, which quickly became the queen of the sailing fleet. He volunteered to make Sunday breakfast for the crews of the three other boats on our raft and quickly became amazed at how much coffee Americans can drink in the morning. He loved the camaraderie of the group.

After a week of taking in the sights of New York, Derek was ready to move on and explore “down east” and he headed back down the sound. I had also accepted his invitation to sail up the East Coast over the Independence Day Holiday. In the few weeks he spent in Long Island he saw more harbors than I saw in the five years I sailed there. With his big British ensign flying he was welcomed with open arms as a unique vessel, which, at the time, it was. Mystic Seaport Museum even gave him a complimentary slip and free admission. There were

very few foreign flagged vessels cruising the sound in those days.

I met him in Marblehead and sailed up the coasts of Massachusetts, New Hampshire and Maine for about ten days. He was wondering how the natives would take to a British flag on the Fourth of July. I assured him that all past animosities had run their course and that he was now perfectly safe. No one in the area would come on board and dump his tea overboard. At the time the British were engaged in the Falkland war and he was very concerned about what was happening there.

On another day we were consulting the chart for the section of Maine we were exploring. “Here we are,” said Derek, who was by now used to sailing in the Caribbean, “we’ll sail up here.” Pointing to a spot on the chart, “we’ll just pop up between these two islands, come around to starboard behind this one, drop the hook and go explore the island.” It sounded like a plan to me.

We sailed up to the spot between the two islands, headed north, despite the magnetic disturbance mentioned on the chart. When we got to the proper spot using DR, this was long before GPS, we made our turn to starboard and rounded to the lee side of the island where we were going to drop our hook. Right! As we came around the point we were treated to the sight of hundreds of mooring balls with hundreds of boats on them, so much for dropping the hook and exploring the island. “What the bloody hell”! Derek could not believe all of the boats at this “deserted” island. As it was my first trip up there too I had no idea of what to expect either. We did, however, pick up an empty mooring and spent a comfortable night. The shoreline was crammed with summer cottages.

When I said good-bye to Derek in Booth Bay, Maine he continued on to Nova Scotia and then down to Jamaica where he spent Christmas 1982. Christmas of 1983 he was in Australia where he did the Sydney-Hobart Race. Christmas of 1984 he showed up on my doorstep in English Harbour, Antigua where we had first met. He had crossed the Pacific twice, the easy way and the hard way, but I contend he went so fast he really saw nothing. I know people who have spent several years cruising the Pacific and still feel they have seen only small parts of it. To each his own.

There is an old saying “a rolling stone gathers no moss.” The same can be said for a

sailboat. Derek asked if he furnished the meat would I make a barbeque for him and his crew? It seems *Conquistador's* bottom had not been painted since Jamaica, two years earlier, and he would have to turn off the fridge to be hauled. When she was hauled the bottom was perfectly clean with plenty of paint still on it. The trick is to keep moving, I guess but then you don't see everything.

The interesting thing about the meat we had for the barbeque was that it was well frozen and labeled from supermarkets in Hawaii, several places in California and a few places in Mexico. The rest of us buy T-shirts, Derek bought steaks. It was a great barbeque.

I learned a lot from Derek. I can still hear his clipped English accent saying, "Jim, let the elements work for you, not against you. Watch the wind and current; use them to your advantage. Remember, a sailboat backs into the wind." He also taught me the importance of doing things the same way all the time, such as securing a sheet to a cleat. "When you have to get it off quickly in the dark, you can't try to figure out how it was put on." Now those tidbits seem self-evident but as a nearly new sailor they weren't. Now those are tips that I try to pass on to new sailors helping to reduce their learning curves.

Sailing with Derek from Bermuda to Newport over Memorial Day 1985 is a story for another time.

_/)

Editor's Stuff from page 2

As long as I am your editor, this page will commence with important LNM items. However, I ask you to learn to read the full LNMs. Shortly in a future edition we will show the simple steps to find the latest LNM issues.

The cover photo this month was provided by our own Bill & Kathy Eldridge from earlier days.

While we are sitting on our hands, other squadrons have found ways to do things for members and the public to push our safe boating messages.

Continued on page 13

Tarzan continues

I began my countdown aloud, and as I approached 30, I suppose I quickened the pace. Looking into the sea, I could not see him. So I must admit the last 30 was quite a bit faster than the first. I pulled on the line, but got resistance. So I put my full weight behind the effort and the line began to pull him in. When his mouth popped through the water, the words were not nice. He was screaming something about being keelhauled, threw the line over his head, and submerged. He did the job, and we were free.



As he stood on deck drying off, my sister noticed a mini droplet of blood peeking out his abdomen.

She grabbed her First Aid Kit, pulled out a small Band-Aid, and covered the spot. As she turned away, she noted another tiny bloody pinhole and patched it as well. It turns out, she used the entire box of 30, and she missed some!

_/)



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Editor's Stuff from page 11

Specifically:

- ♦ Pat Naulty and I attended a Banana River Sail & Power Squadron **Flare-Up**. This and a report on their successful
- ♦ **Junior Basic Boating** effort is featured within this edition of Afterdeck News.

We all get too many e-mails and this will help to cut down on the clutter. Here is an idea from a Member-at-Large that makes sense.

Please **everyone**:

- "**Reply All**" when the information is relevant to all members.
- Reply to the **sender only** with thank you's, well wishes, etc.

Callisto is looking for sailors as crew for the Castaways Race on 10 & 11 October. This year's event will be in the big pond to the east of Palm Beach.

Due to the China Virus, and to encourage more sailing vessels it will be close to home.

Next year it will be the usual Lake Worth to St Lucie inlet on Saturday and a second leg back home on Sunday.

Crew requirements are no more than a basic knowledge of sailing and a bit of Marlin-spike know how. For Callisto it will hopefully be a learning race as the skipper thinks himself a good skipper and sailor but admittedly has very little race experience. Please consider joining our crew team.

Those with any race experience will be most welcome.



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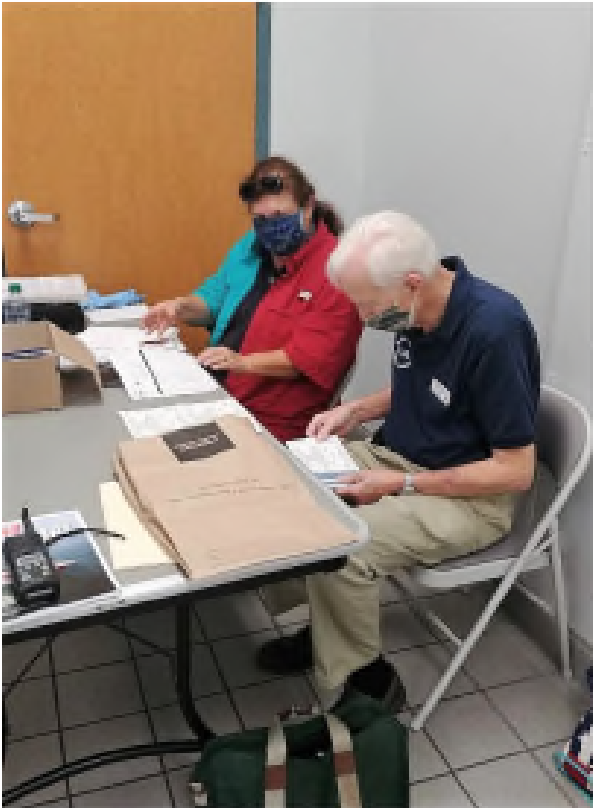
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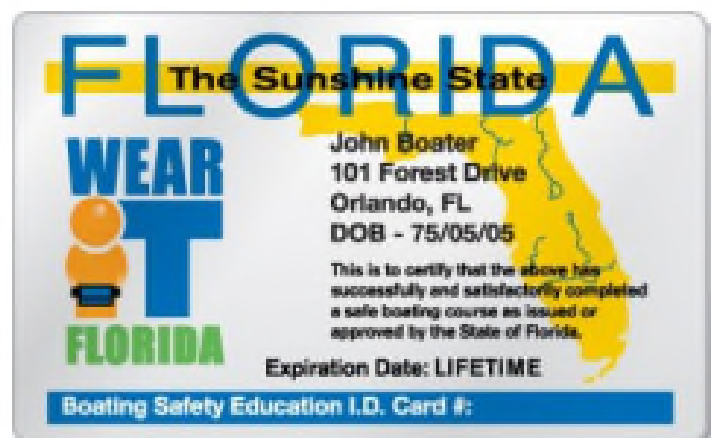
July 13-15, 2020



ABC-SB awards prizes for high scores in JrBB. A 90 and above score earns a free Type 4 throwable PFD with the BRSPS logo attached. A score between 85 and 90 earns a free waterproof cellphone pouch.

Four students scored over 90 and ran us out of our throwable PFDs! An additional 3 students received the free waterproof cellphone pouches. So the students paid attention, and the instructors played their part in providing excellent instruction!

Instructors Tinker Murphy (above) and Stephanie Murphy and Ernst Hofmann (left side). 21 students took the 3-day class, and 19 passed and received their Florida Boating Safety ID Card.



The Banana River Sail & Power Squadron teaches Junior Basic Boating Class 3 times every year.

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Upcoming District 8 Events

6-13 September 2020 the 2020 ABClub face to face Fall Governing Board in Raleigh NC has been canceled.

It will now be an online meeting being held 9-19 September more detail to format and times will follow.

30 Oct to 1 Nov D8 Fall Conference face to face meeting is canceled.

At this time it will be an on-line Council meeting and on-line Conference Meeting dates to be announced

14 – 21 February National Annual Meeting will be at Pointe Vedra, FL



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- Monthly e-newsletter CrossCurrents
- Custom MIAPBC flag and other swag



Contact us:
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AFTERDECK NEWS

September 2020

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To:

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In your web browser type

global.gotomeeting.com/join/158415957

Tuesday evening at 1900 September 8

Sign Up NOW!
Sail Class begins Thursday 10 September
online as Virtual Training
Contact Art Dodd or Jon Arck