

AFTERDECK NEWS



PALM BEACH SAIL & POWER SQUADRON
District 8

Volume 77, Number 9

November



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General Membership Virtual Meeting
13 November 2020 at 1900
global.gotomeeting.com/join/158415957



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LOCAL NOTICE TO MARINERS

District: 7

Week: 43/20

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)

Chart 11472

LNM: 25/20

FLORIDA – ATLANTIC INTRACOASTAL WATERWAY – PALM SHORES TO WEST PALM BEACH – LOXAHATCHEE RIVER – US1 JUPITER FEDERAL BRIDGE: Single Leaf Operation.

Due to a mechanical failure the US1 Jupiter Federal Bridge across the Atlantic Intracoastal Waterway mile 1004.8, Jupiter, Florida is operating on single leaf operation. Vessels that may pass through the bridge without an opening may do so at any time. For waterways

questions, call or e-mail Coast Guard Sector Miami, FL, Waterways Management Division, telephone 305-535-4317, email D07-PFSECMAMI-MARINE-PERMITTS@USCG.MIL

Ref: LNM 43-20 Chart: 11485

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

Crossing the Bar

On the 10th of October we lost Kathy Eldridge. It was just 2 days later on the 12th we lost our eldest member, Bob Malone. Just prior to press time for this issue, we learned of the passing of Estelle Rutkowski.

In Memory



Kathy Eldridge

February 20, 1937 — October 10, 2020

Life Member — 27 merit marks

Kathy was always available to help out whenever and wherever she could. Through the years her craft skills supported squadron funds. She was famous for baking brownies every week over many years for Thursday's lunch bunch.

In Memory



P/R/C Bob Malone, SN

September 21, 1922 — October 12, 2020

Emeritus Member — 53 merit marks

Bob was past commander of Northern Virginia Power Squadron and Rear Commander of the National Safety committee. He was well known for his costumes (i.e., the Pirate) at squadron affairs.



Estelle Rutkowski



From the Commander

Cdr Cal Cearley, P

“Your dog and your boat”

Almost everyone has a dog these days. Some big, some middle size, some small. We love our dogs and dread the time when they get old and so feeble that they get sick and suffer. Putting down such a lovable pet is heart breaking. Some of our squadron members know just what I am talking about.

We have just heard some bad news from our Veterinarian after his examination of our sweet little “Teddy”. Teddy is a mix of Yorky and Maltese, a “Morkie”. We have had him since he was a month old. When we got him he had a black fuzzy face and looked like a little Teddy Bear, Thus his name. He is now 9 years old which puts him around 70 or so in human years. Teddy has cancer. We have had his ultrasound and are waiting for the results and praying his cancer has not spread to other organs.

We give our dogs very good lives. We fancy that they understand us and maybe they do. If you come home sad, they'll nuzzle and lick your hand. Usually, when you come home they run to you and are so happy to have you back home. They do not have a language, but they communicate volumes, with their eyes, lick-

ing, tail wagging and with their barks and running around. Jeannette and I know when Teddy wants to go outside and when he wants to eat and when he wants to go to bed. Yes! He sleeps at the foot of our bed. Sometimes I will wake up in the night and he is right in my face. He gets very nervous during thunder storms and runs to get under the covers or in our lap.

We have taken Teddy on several overnight trips on our boat. He gets a little shaky at first but settles down after a while. He knows our boat well and can find places to hide when we are at full speed with the diesel engines whining loud. He knows how to climb up on our bed on the boat at night and he knows to wake me up at 6 am just like at home. Yes, he lets us know when he needs to take a walk off the dock to do his business. I do not know how he manages to “hold it” when we are underway, but he does and when we get docked he lets us know “now is the time.”

I am looking at him right now and he is tilting his head to the side like he knows something and is asking what I am doing. Jeannette just walked in from the beauty shop and off Teddy goes to greet her barking happily.

From the SEO's Chair

L/C Art Dodd, SN

Covid-19 has interfered with most of our educational activities. But there are still things happening. Keep in mind this is not the first time USPS has had to deal with a pandemic – in 1918, during the Spanish Flu Pandemic, USPS was only 4 years old. It survived.

First, though... Pop Quiz: This will be a two-parter. First, if you remember magnetic compasses (does anyone actually use one anymore?), what do you call the difference between magnetic north and true north? Next, who discovered this? Hint – it's a well-known name. For extra credit: the binnacle, which houses the compass on larger ships, usually has two iron balls mounted on it – why? Points off for cheating by looking it up on the internet.

MMSI (Marine Mobile System Identity)

numbers: the issue between USPS and the US Coast Guard has been resolved and USPS once again is issuing MMSI numbers. One important note - MMSI numbers issued by USPS are only for use within the United States territorial waters. They are not recognized outside the US. If you plan on travelling internationally, such as to the Bahamas, you will need to get your MMSI number from the FCC. MMSI numbers from the FCC come with a radio station license, which is also needed for international trips.

Coronavirus update: USPS National position on in-person classes has been modified to allow them on an individual squadron basis. Protective requirements such as masks and social distancing apply. Palm Beach Squadron had scheduled an in-person ABC3 class for November. However, due to the recent increase in Covid-19 cases, plus that there were only two students interested, it was decided to

cancel that class.

Classes:

- ◆ Sail class, taught as a virtual class by Lt Jon Arck, P, is currently in progress with 4 students.
- ◆ Cruise Planning, taught by P/C Ken Peters, SN, as a virtual class, started October 19 with 2 students.
- ◆ The November ABC3 class, November 2, 5, 9 & 12, has been cancelled.
- ◆ Lt Katherine Redmond, AP, is currently working on a series of seminars to be given in a few months. More information on this later.
- ◆ There is the possibility that we may start one or two in-person classes in December. Again, Covid-19 permitting.

The Future of USPS Education:

Before Covid-19, USPS was looking to incorporate more internet-related items such as videos and outside websites into the teaching of our courses. This is known as blended learning. It was a start to modernizing our educational methods. As a result of Covid-19, there has come about a whole new means of teaching the courses. That's going online using a virtual classroom to teach classes remotely. One of the prime characteristics of our courses is the personal touch of having a live instructor provide the lessons and answer questions, something that can't happen with a canned instruction course. With virtual classroom teaching, a student has the opportunity to learn from home AND get the benefit of a live instructor. USPS is helping foster this concept by converting more class student manuals to eBooks, allowing students to procure them remotely. We are already doing virtual classroom learning with our Sail class and with Cruise Planning. Our future Educational Department plans should include stepping up to the challenge of virtual classroom methods. Imagine: we could teach a class to students located literally anywhere in the world, or next door.

Looking for something to do? Check out the videos and other media available on America's Boating Channel.

Pop Quiz Answer: The difference between magnetic north and true north on a magnetic compass is called variation. Remember TVMDC? That formula is used to

convert headings: True-Variation-Magnetic-Deviation-Compass. Variation is the result of the physical difference between the locations of the north pole and the magnetic north pole. A magnetic compass points to the magnetic north pole (actually, it aligns to the local magnetic flux lines). Due to the difference in locations between the magnetic and true north poles, an adjustment must be made to correct from one to the other. Variation also depends upon where you are on this planet. This is complicated somewhat by the fact that the north magnetic pole, which has been under Canada, is moving, at a rate that's been accelerating, towards Siberia. So variation changes each year. If you look at the compass rose on charts, you will find the variation for that area plus information on its rate of change. Some scientists think the north/south magnetic poles may flip in the not too distant future. This last happened about 780,000 years ago.

Who discovered variation? Christopher Columbus did, on his first voyage.

And what about those iron balls on binnacles? Those are compensation balls, used to adjust a compass for the effects of iron in a vessel. Since vessels are longer than they are wide, there would be more iron along the forward/aft axis than on the beam, so by adding the iron balls on an axis across the beam of the vessel, the effect of the iron used in the vessel is compensated for. Also note, if you ever get the chance to inspect a binnacle, the balls can be adjusted closer to or further from the compass.

The Job Ads: We are looking for an instructor to teach Advanced Piloting. To qualify, you need to have a grade of at least AP and be interested in teaching. Since we have not had an instructor for AP, we have not been able to offer the course. This means that nobody can go beyond the grade of Pilot until this is resolved.

Be careful out there!

Lt/C Art Dodd, SN

SEO

artdodd52usps@att.net.

_/\)

The Coriolis Effect

Contributed by Art Dodd

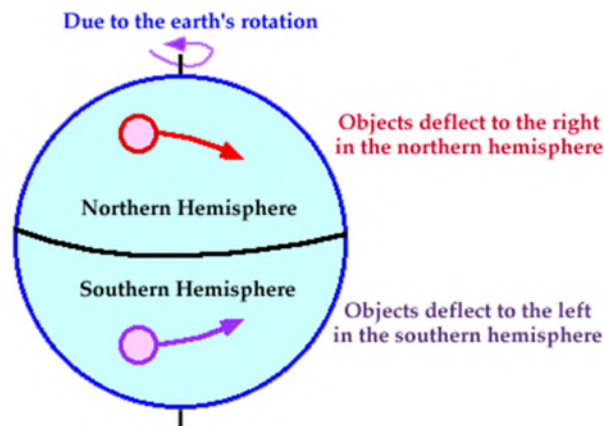
As the 2020 hurricane season winds down, I hope, it seemed that a discussion of the Coriolis Effect would be in order.

Most people have heard of the Coriolis Force, and that it is the reason hurricanes rotate and toilets flush counter-clockwise in the northern hemisphere, clockwise in the southern hemisphere. A lot of what people have been told is myth. First of all, it isn't a force, it's an effect. Second of all, it has nothing to do with toilets flushing or drains draining. A little explanation is in order.

Named after French mathematician and physicist Gaspard-Gustave de Coriolis, the Coriolis Effect is a result of the rotation of the Earth that makes things, like airplanes, artillery shells, or air currents, traveling long distances around the earth, but not connected to the Earth, appear to move in a curve instead of a straight line.

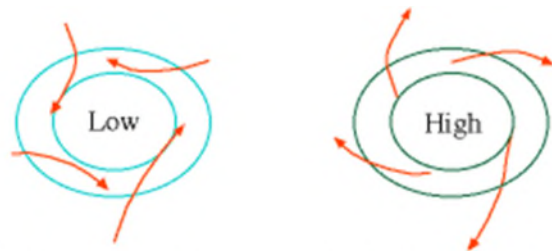
Picture the Earth in space. It rotates west to east at about 24 hours per rotation around the north-south axis. At the equator, the circumference is about 25,000 miles, which results in a rotation of velocity of 1040 miles per hour. A dizzying thought. If you stand one foot away from the north or south pole, the circumference is about six feet, which results in a velocity of 0.00005 miles per hour. The idea here is that, at different locations on the Earth, the velocity is dependent upon the circumference of the Earth at that location. Highest at the equator, lowest at the poles. We will limit our discussion to the northern hemisphere.

Let's say you are standing on the equator, and throw a ball to a friend standing a long distance away to the north (you hold the world record of ball-throwing). The ball will land a little to the right (east) of your friend. Why? Because when you threw it, the ball was traveling at 1040 miles per hour, west to east, and your friend, standing at a location with a lower velocity, wasn't traveling as fast. So, in the view of your friend, the ball was deflected to the left.



Now, your friend picks up the ball and throws it to you. Since, when it is released, it has a lower velocity than you do, it will land to your left (west). In your view, it was deflected to the left. OK, we have this down, yes?

Now, let's look at how this affects the weather. A storm begins as a patch of warm surface, heated by the sun. The air above it heats up, expands, and due to lower density, rises like a hot-air balloon and forms a low-pressure area. Since we can't have a vacuum form, air is drawn in from outside the area due to the pressure difference. The area gets larger and larger, drawing air from further and further away. Eventually, the distance is great enough that the Coriolis Effect will start to apply.



Air flows *into* a low-pressure region but the coriolis effect creates a spiralling pattern. Air spirals *out of* a high-pressure in the opposite direction.

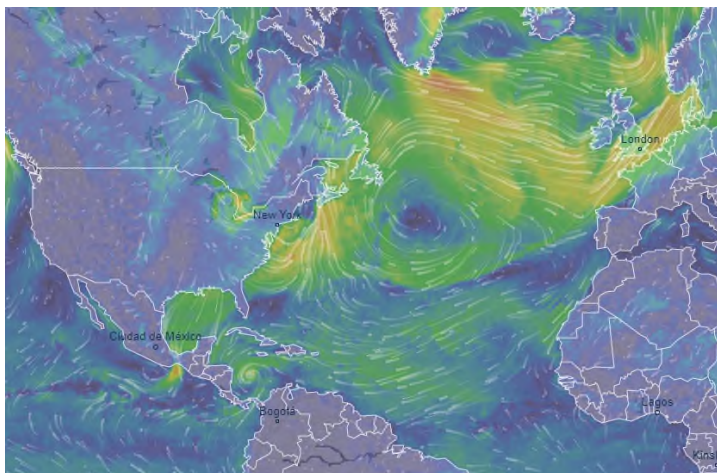
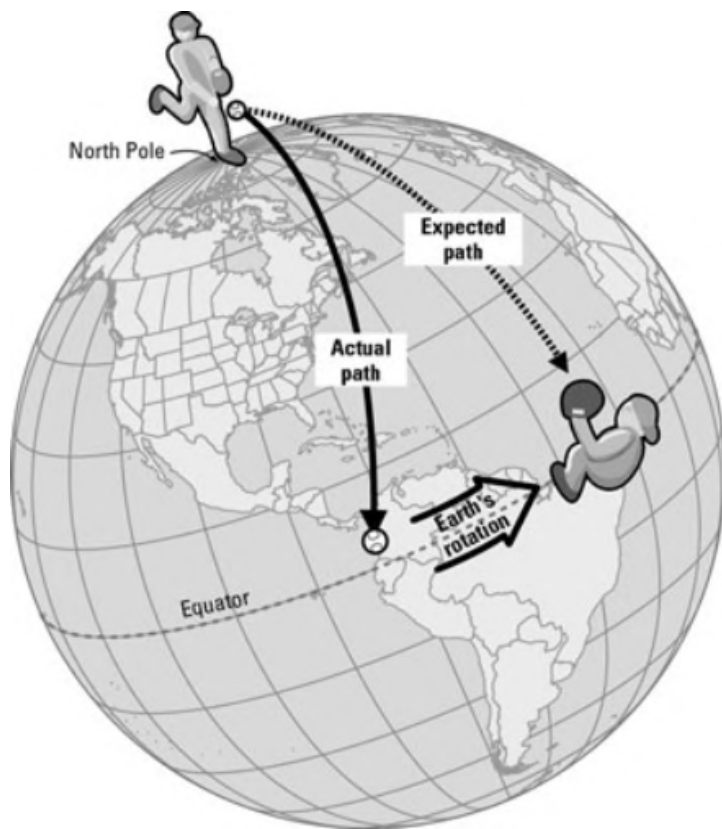
Air drawn from the south, rotating at a higher velocity, will be deflected to the east instead of directly towards the low-pressure area. Air drawn from the north, rotating at a slower velocity, will be deflected to the west. These deflections will start the air around the low-pressure area to spin counter-clockwise. Air from the east or west, having the same rotational velocity as the low-pressure area, would not be affected by the

Coriolis Effect; however, they would be affected somewhat by the deflected north and south winds. Eventually, the air spirals in to the low-pressure area. And that's how hurricanes form. Note that for a high-pressure area, the Coriolis Effect deflection results in a clockwise air flow.

But what about toilets and sinks? It is a common myth that the Coriolis Effect is responsible for the direction of flow out of toilets and sinks. Consider that it requires a significant distance for the Coriolis Effect to work – far great-

er than the foot or so distance in your toilet. The distances involved just aren't great enough to produce a difference in rotational velocity. So why do they seem to all rotate counterclockwise (clockwise in southern hemisphere)? It's more about how the water was directed into the toilet or sink before draining. Next time you flush, notice that the water jets under the rim cause the water to rotate counter-clockwise. But you don't have to send in photos. With sinks, it's a somewhat similar situation.

One last word: tornadoes. Don't they all rotate counter-clockwise in the northern hemisphere? No, they don't. While a majority of tornadoes have a counter-clockwise rotation, it is due to the overall rotation of the supercell which may be influenced by the Coriolis Effect. However, some tornadoes start as a horizontal spin due to wind shear and may rotate clockwise. There have been cases where tornadoes within the same storm have been observed with both counter-clockwise and clockwise rotation.



Afterdeck Holiday Greetings

\$25

Please consider running a Greeting this year in December's Afterdeck. See <https://mc54.org/ad/ad1912.pdf>, pages 6&7 for design ideas. Contact Bill Eldridge about design (wmce99@gmail.com 561 254-5609) by **12 November** to be included in the December Afterdeck. Make \$25 check out to **Palm Beach Sail & Power Squadron**. Then mail or give it to: **(deadline 12 Nov)**

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Jeanne Kirch	\$ 80	Apr, '19	\$ 80
Goldie Bertchinger	\$ 35	Sep, '19	\$ 35
Mark Lewis	\$ 250	Nov, '19	\$ 250
Nancy Sweeney	\$ 100	Dec, '19	\$ 1,400
Myra Hoffstein	\$ 100	Dec, '19	\$ 2,700
Laurie Chalmers*	\$ 100	Dec, '19	\$ 600
Andras Andras	\$ 45	Jan, '20	\$ 45
Ed Hoover	\$ 50	Jan, '20	\$ 100
Robert Fluke	\$ 200	Feb, '20	\$ 1,000
Joyce Newman	\$ 100	Feb, '20	\$ 2,275
Bill Eldridge	\$ 100	Mar, '20	\$ 2,700
Calvin Cearley	\$ 50	Mar, '20	\$ 1,050
Darryl Aubrey	\$ 100	Apr, '20	\$ 1,800
Ray Rutkowski	\$ 200	Jun, '20	\$ 600

* In memory of Ken and Abby MacPherson

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Commander One is for Sale - <https://miami.craigslist.org/pbc/boat/jupiter-1988-north-american-sea-ox/7209354464.html>

1988 North American Sea Ox Cuddy Cabin with 1997 Mercury 200 hp two stroke outboard. This boat is owned by the Palm Beach Sail & Power Squadron. The Sea Oxes have a well deserved reputation for solid construction. Chart plotter, VHF, Porta potty and 120v battery charger come with the boat. All new canvas in the last year. 200 hp Mercury runs well, carb likely needs a cleaning. The boat and the motor are a good match. Two stroke oil is added to the fuel tank

while fueling. Bottom paint is two years old. Docked at the Anchorage at Jonathan's Landing. Price reflects age and condition of the boat.

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Captain Jon Arck's Palm Beach Sail & Power Squadron Sail Class gets a Dose of On the Water Training (OWT)

by Lt/C Laura Zavalía, N

Instructor Jon took his sail class plus a new member who is also new to boating on an voyage to the Big Pond to our east.

The motor trip from the NPB Marina south in Lake Worth gave the intrepid crew a chance to get their sea legs and learn the layout of Jon's **Second Star**, an awesome 44 Leopard Sailing Catamaran. Traversing the Lake worth Inlet was accomplished adroitly even in the face of a large actively dredging barge in the center of the fair-way.



Now underway with sails in the Atlantic with 5 foot seas and an 18 knot wind, the lessons began with a Man Overboard (MOB) drill (it was actually a hat) that was easily recovered.

The Skipper told them of the means to determine wind speed from the condition of the sea (aka: Beaufort Wind Force Scale). This "Fresh Breeze" was indicated by the many whitecaps and there was a bit of spray. Jon told them that with another 5 knots there would be whitecaps everywhere and an in-



crease in the amount of spray.

The students noted the different effects of the 18-knot wind on the sails at the various angles. Jon pointed out the telltales under different conditions.



He gave a good lesson on adjusting the sails, the rudder all the while watching out for the dive boats that had divers in the water. Thank you Captain Jon!

P/V/C Lee Popham, JN Miami Sail & Power Squadron gives his 16-year old son a dose of OWT

by Lt/C Laura Zavalía, N

Learning came quickly and easily to this sharp 16-year old youngster. Boat handling skills were demonstrated in Lee's brands new Rinker 37' Ex-



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AFTERDECK NEWS

October 2020

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Please see the Squadron Boosters
&
Holiday Greeting Sign-up Information
in the center section (page 7)