



AFTERDECK NEWS

PALM BEACH SAIL & POWER SQUADRON
District 8

Volume 77, Number 10

December 2020



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General Membership Virtual Meeting

8 December at 1900

global.gotomeeting.com/join/158415957



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LOCAL NOTICE TO MARINERS

District: 7

Week: 46/20

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-PFSECMIAMI-MARINE-PERMITS@USCG.MIL Ref: LNM 43-20 through 46-20 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)


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



Merry Christmas
and a
Prosperous New Year

Jeannette & Cal
Cearley



Best Wishes for a
Happy Christmas
and a Good 2021

Darryl Aubrey

To All My Friends
Merry Christmas and a
Healthy and Happy 2021



Roberta Stephens

Happy Holidays
and have a
Great New Year!



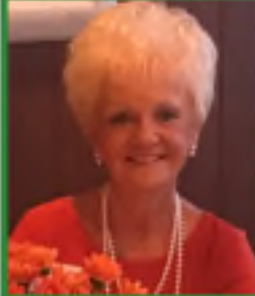
HANS & LOUISE
HEYNAU



Merry Christmas
and
Happy New Year



Barbara Roemmel



Wishing You Peace,
Love, and Joy.
During the Christmas Season
and
A Happy, Healthy New Year

Hugs, Arlene

Merry Christmas
and
Happy New Year




Amy, Dan & Sammy
Carbone

MERRY CHRISTMAS
HAPPY CHANUKAH






Laura Zavalia &
Lee Popham



Happy Holidays
and
Happy New Year



Andras Andras

Noel!

From Bill El

In Memory of Kathy



Merry Christmas
and
Happy New Year



Joyce & Jim



Happy Holidays
and a
Prosperous
New Year

Mary Ann & Richard

From the Commander

Cdr **Cal Cearley, P**

LEARNING TO DOCK MY MOTOR YACHT

I was 73 years old when I bought my first boat and still working as the CEO of a local bank. I thought, if I am ever going to buy a boat, I had better do it soon or I will be too old to learn to operate one. An old friend was Tom Newman, a local pilot and boater, so I asked him if he would help me find something that Jeannette and I would enjoy. We are not big on fishing so I did not want that kind of model. We wanted something comfy and big enough to take my grandchildren out for a ride. We look around and finally found a dirty old 48-foot motor yacht stuck on the bottom of a side canal off the Inter-coastal behind a retired gentleman's house in Vero Beach. The price was right and the mechanic I brought along thought the boat could be brought back into good shape. After a couple of weeks in dry dock for repairs and a lot of waxing, we had a good looking vessel.

Now to the task of learning to operate the thing. My friend, Tom, was eager to teach me the fundamentals and off we went for several days of training. The boat had two diesel engines and a bow thruster and I had to learn to turn the boat around from a full stop position as I came up to the boat slip, spin off of the piling using the bow thruster while sliding slowly against the boats rub rails and back into my slip without hitting the concrete dock or the boat next to me. I soon found out that slow and even slower was the trick to staying in control. If I was going too fast I did not have time to correct my approach without banging into the dock. I also found out that one does not put out the fenders until you are well into the slip otherwise the fenders could get caught up on the piling. Well, I was not taught to turn all of the way around backwards facing the afterdeck when backing in. Tom said just to turn my head around so I could see the back of the boat and the boat docks. All the while slowly putting one transmission in reverse and the other one in forward.....back and forth.....back and forth until I

bounced off the pilings and was far enough back to deploy the fenders. Tom, an experienced boater had fixed a mid-ship spring line on one of the pilings so when I was backing in he would go out on the deck and attach this line to one of the cleats on my deck about half way back. This would keep me from going too far back. He did not want my props to hit the sea wall.

So....I used this method of docking my boat for about a year. At night while trying to go to sleep I would imagine this docking process and then.....one night I had a revelation. Why not go ahead and turn my whole body all of the way around and face the aft full on. This meant that I would now have to see the aft as the bow and the starboard transmission would then become my port transmission. The same idea for the other side. The only problem was I had a hard time remembering where the control was for the bow thruster. I also decided to not spin off of the pilings with my rub rails. Why not just line up straight and even, centered at the entrance of the slip and back straight in. Would this work? I tried it a few times and gradually was able to put my left hand on the joy stick for the bow thruster when I needed to adjust my direction. I could also adjust my direction by quickly engaging one of the transmissions for a second as I slowly backed in.

Another revelation. I thought if I had a target on the dock to help me line up straight I could have a better chance of avoiding glancing off the dock and the pilings. My boat is 15 wide and the slip is 17.5 feet. So, I put a strip of black tape on the sea wall and one on the overhead inside my afterdeck both lined up to keep me centered in the slip. It worked! Well, I could not wait to tell my friend Tom and show him my new skill. He was impressed and I was so proud of myself.

All of this sounds great and works well when there is no wind or the tide is not in full swing. As the years passed I was able to adjust my turns and position to allow for the tide push-

ing me in one direction or the other. Same when the wind was not in my favor.

And....oh yes...I failed to mention that I am a U. S. Coast Guard veteran. In the Coast Guard we are taught to improvise and to figure things out. That training has held me in good stead all of the years in the banking business and now in learning boating and docking. Local knowledge, good common sense, showing courtesy to other boaters, safety training and joining the squadron for all of its benefits has kept me and my family and friends safe on the water.

_/)

From the SEO's Chair

Lt/C Art Dodd, SN

Coronavirus update: Due to the current, and expected, significant increase in Covid-19 cases, there will be no in-person classes scheduled until further notice. Normally, the 2021 class schedule would have been prepared by now. However, since we do not know when we can hold classes, the schedule is on hold. That includes ABC3, Advanced Grade, and Elective classes. We may be able to do one or two virtual classes, and, if so, they will be scheduled later.

Pop Quiz: This question relates to the accompanying article in this month's Afterdeck. Before the invention of the chronometer, navigators could only determine latitude with some accuracy. Why was this particularly beneficial to pirates?

Bonus Question: What is the nearest star to Earth?

Classes:

Sail class, taught as a virtual class by Lt Jon Arck, P, is currently in progress with 2 students and will be completed early December.

Cruise Planning, taught by P/C Ken Peters, SN, as a virtual class, started October 19 with 2 students and will also be completed in December.

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

Pop Quiz Answer: Knowing the latitude of the next port of call, all a navigator had to do was have the ship sail north or south to that latitude, then sail east or west along that latitude to find the port. This meant that most ships arriving at a port would come from either the east or west. So, all a pirate had to do was position his (or her – there were a number of female pirates) ship along the same latitude to the east or west of the port and pick off the ships as they came in. Development of the ability to determine longitude ruined that advantage as ships could now approach a port from many different directions.

Bonus Answer: The Sun.

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.

_/)

From the Rules Chair

Stf/C Mary Dodd, SN

Operations Training

Elected Positions Continued

My last article in the Afterdeck was about the Squadron Treasurer's responsibilities. This month I will be discussing General Committees and their responsibilities.

The Squadron has three General Committees. Who's members are elected by the General Membership and are the only committees that the Commander is not a member of. They are as follows:

The Nominating Committee consists of a chair and 4 other members plus one non-voting alternate. One new member and an alternate are elected by the General Membership each year at the annual meeting.

The Nominating Committee selects a candi-

[Continued on Page14](#)

TRAVERSING LAKE OKEECHOBEE

from the west to east coast of Florida

By Pat Naulty

I had a wonderful opportunity to accompany my son, Bill Joyce and grandson Brayden to pickup and bring home his newly purchased 32' Stamas power cruiser from Cape Coral on the west coast of Florida to Jupiter.



We left Cape Coral at 1020. on Saturday 14 November 2020 traveling east on the Caloosahatchee River for about 53 nm. The river has been widened and all the spoils of dredging have been piled high along the banks.

The boat flew over the river which had little activity and calm waters. Bill was thrilled that his new boat wanted to move.



We went under draw and swing bridges with some interaction with the bridge and lock tenders who were friendly and obliging. PFD

Coast Guard approved life jackets are required to be worn when going through the locks along with having a fire extinguisher, two 50' mooring lines, (lines are provided as a convenience on the sides of the locks) and fenders for each side of the boat (we had 3 fenders which Brayden and I switched from port to starboard, when deemed necessary). The five locks and dams on the Okeechobee Waterway are free of cost to boaters and operated by the U.S. Army Corps of Engineers.

Going through locks was an experience I had done on the Hudson River and Erie Barge Canal, but it was still a thrilling experience. This 132 nm link between the east and west coast of Florida is a gem. I felt I was on a wonderful out of country trip enjoying a new experience.

We went through the Clewiston Lock at 1600. On Saturday and arrived at the Roland Martin Marina in Clewiston where we had made dock-side reservations for the night. That was great.



We got off the boat, had a drink and some alligator appetizers at their country style restaurant, took a shower at their facility, and grilled our dinner on the boat. Bill again was thrilled. I even gave him a Boat Warming Party, i.e, some essentials I had around the apartment that he could use, new bed pillows, a beach towel, kitchen utensils, tin foil, etc.

We had fun! We need more fun in our lives. After we had a good night's sleep, me on the dinette table, Bill on the V-berth and Brady in a berth under the helm, we went back through

the Clewiston Lock and proceeded east on the 18 nm trip across Lake Okeechobee.

On the western shore of Palm City, we proceeded through the Port Mayaca lock, continuing east on the St. Lucie Waterway, through the Port St. Lucie lock, which incidentally had a 13' drop, east through the Stuart Waterway down the ocean to Jupiter.

The trip was not without some drama. Going south on the ocean, Bill began to have trouble steering his twin 300 hp Mercs. He managed to use the engines to steer and safely got us through the Jupiter Inlet, under the open one-sided bridge (Jupiter Federal) and into his temporary slip at a friend's house.



By the way, Bill needs a permanent slip for his boat. Let me know if you or someone you know might have one available

Home safely by 1900. Note: He learned a new power steering pump will solve his steering problem.

This was a trip I had always wanted to do especially in my faithful 20' Hurricane deck boat but just never did. Now that the way has been shown, I just might give it a try. I realized this is a wonderful get away destination for a long weekend, especially during the COVID 19 quarantine.

Going from Stuart, through 2 locks and then 18 nm across the lake through the Clewiston Lock to Roland Martin's Marina, staying overnight at their resort, and coming home in

the next day or two is a wonderful way to beat the COVID 19 blues.



Thank you Bill for asking me to go. He knows I am always looking for a boating buddy to go out on my boat and willing to be one for someone who needs help on their boat. Enjoy your boat, enjoy boating, it's a wonderful exciting experience and gift!!!!

Boat Safely

_/)

Editor's Note

This lady just turned 85, she drives her own boat, is thrilled to have crossed the State of Florida by boat, and now wants to do it once again in her own craft.

Next we will hear that she wants to jump out of a perfectly good airplane with a parachute.

Stay tuned!



HAPPY HOLIDAYS

A Yole Tide Visit

by Jim Bloom

'Twas a quiet Martinique Sunday and all through the boat
The creatures began stirring as slow as a sloth.
When out in the anchorage we heard lots of chatter
We sprang through the hatch to see what's the matter.
And what to our wondering eyes should appear?
The strangest of craft we've seen in a year.
Now these square-riggers were different we'll tell,
As each of the crew would bail and then yell.
They had three drivers manning one oar
And right through the anchorage they skillfully tore.
We knew in a flash we'd not seen them before.
(Okay, enough of the "poetry.")

We later found out that these strange colorful boats were called "Yoles" (canoes), the traditional boat of Martinique. After seeing the actual boats, we began noticing post cards of them everywhere.

Two Yoles came through the anchorage on their way to the Ste. Anne Y.C. to pick up the third boat for their Sunday race. These open boats are in the 35- to 40-foot range and have no keel and no rudder. The mast has no stays, and the sail is slipped onto the mast similar to a Laser's only the mast is about forty plus feet tall. To rig the boat, it is turned on its side in shallow water and the mast and then the sail is slipped into place. The Yole is then righted and bailed. Bailing is a process that continues throughout the race as the low freeboard and deep heeling make for wet feet.



The sail is a large rectangle, and the boom runs from what would be the gooseneck and tack up to the upper corner of the sail opposite the mast. A sheet is attached to the end of the boom and another to the loose-footed clew.

In addition to sail power there are three men manning the steering oar that is also used as a sculling oar. Some of the crew, when not bailing or hiking, wear what can only be described as a large catcher's mitt and help paddle the boat along from the leeward side creating work for those bailing.

The two arriving boats waited patiently on the beach while the local Ste. Anne boat was being rigged. No one seemed to be in a hurry. Once ready there was a modified Le Mans type start from the beach. At a signal from a mobile committee boat the crews started pushing and paddling, sails were sheeted in for the downwind start and the crews scrambled aboard as the boats picked up speed and hit deeper water. With no keel they use hiking boards set to windward when beating and send people hiking out to keep the boats from capsizing.



Happy Chanukah!

The start was about a hundred yards in front of our anchored boat and as the boats got closer the noise of the crews intensified. Not understanding Creole, we had no idea what was being said, but the important thing was that they understood each other. Each of the crew was wearing a colorful uniform. Two of the three boats had a sponsor, so their sail had the sponsor's colors and logo making it a very colorful spectacle, as all three boats were never far from each other.



Off they went towards Le Marin; we could see them turn the corner about a mile away leaving the shoals to starboard and into the bay and out of sight. What we could not see is how they tack or jibe. It is still a mystery to us.

Two hours later we heard more chatter
So sprang to the deck, we knew what's the matter.
What to our wondering eyes should appear?
Beating towards us three Yoles with no fear
Their steering oars working as if they were screws
And determined faces on the uniformed crews.
Right through the anchorage again did they fly
Something that you and I would not try.
Hiking planks to windward so perilously set
Bodies as far out as they could possibly get
Reaching the finish line still being upright
We could hear them exclaim as they sailed out of sight

Merry Christmas to all and to all a good night!

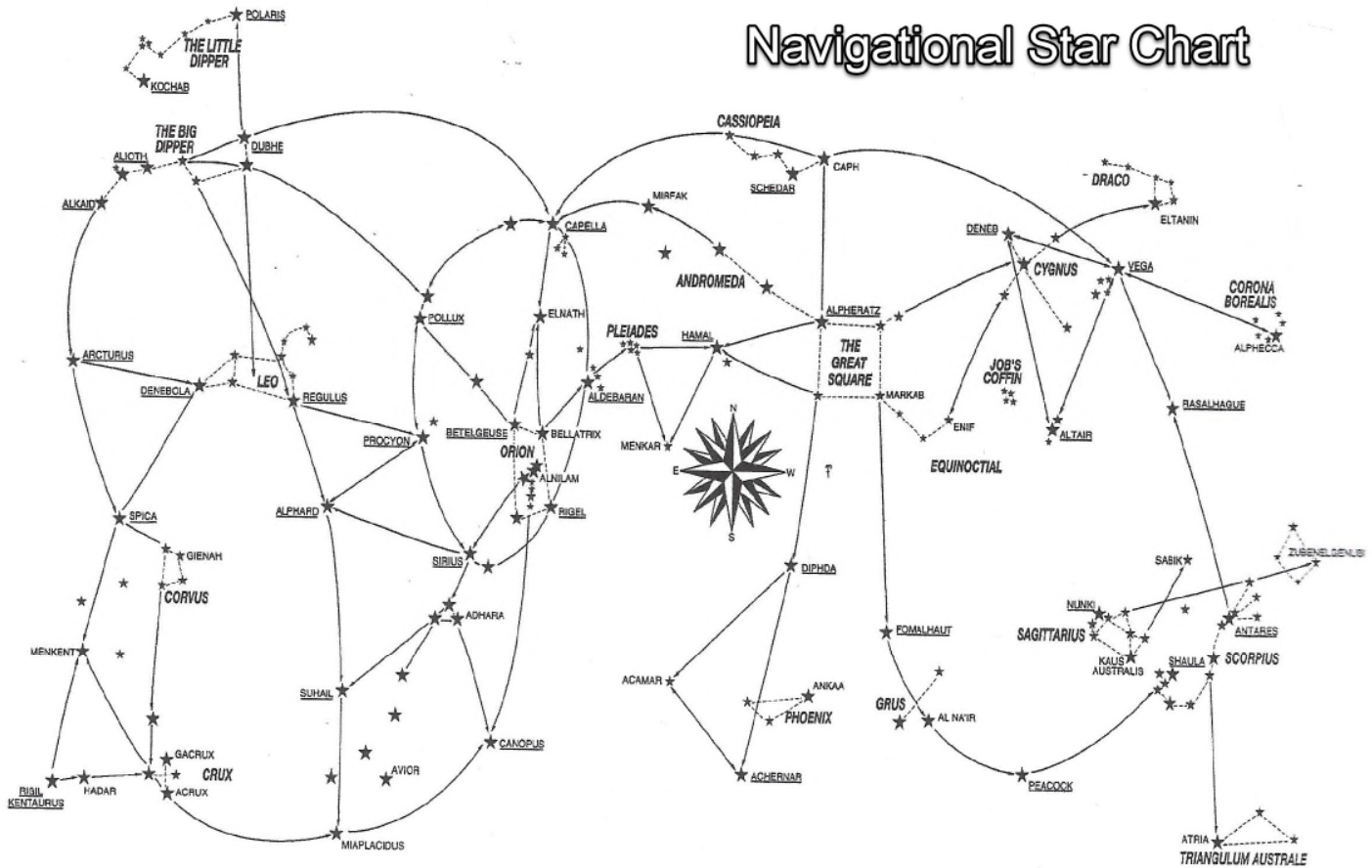
(Would you believe? Us neither, it was only March.)



HAPPY HOLIDAYS



Navigation Star Chart



Reminders

Board of Directors Meeting

- Monthly on the 1st Tuesday
- Time: 1900
- HQ and/or Online
- PBSPS-BOD-Meeting
Please join my meeting from your computer, tablet or smartphone.
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The directors meet along with committee chairs to carry out the routine day to day business of our squadron.

Any and all memberse of the Palm Beach Sail & Power Squadron are encour-

aged to attend and participate when recognized.

General Membership Meeting

- Monthly on the 2nd Tuesday
- Time: 1900
- As Announced and/or Online

PBSPS-General-Membership-Meeting
Please join my meeting from your computer, tablet or smartphone.
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It gets lonely out here with meetings just among the few doers. Please join with us. JUMP IN, THE WATER'S WARM AND FRIENDLY!

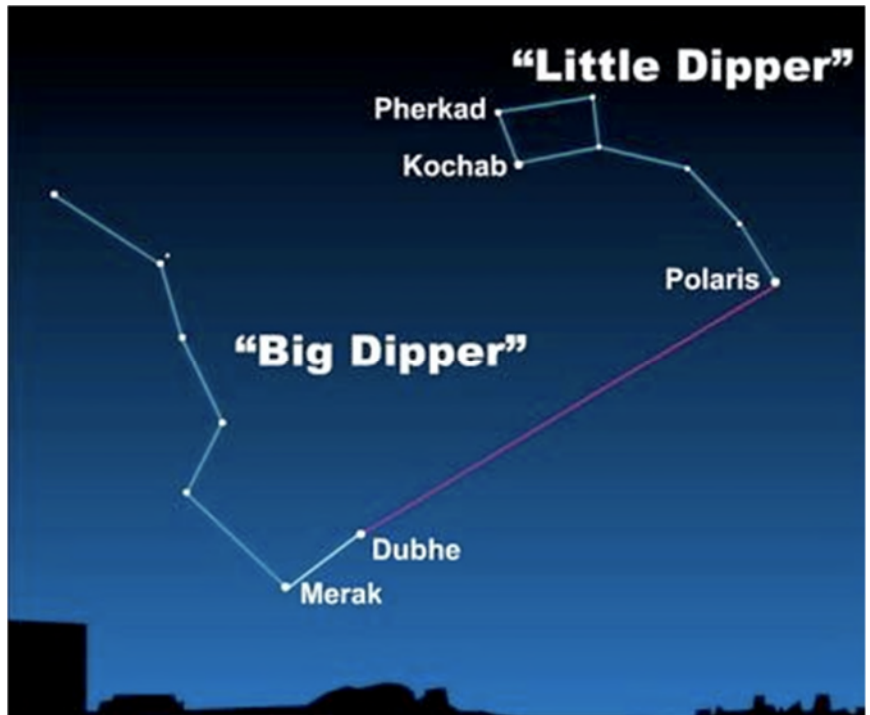
Finding True North

Lt/C Art Dodd, SN

Everybody knows how to find Polaris, the North Star, right? Well, maybe almost everybody. On a clear night, looking to the north, you will see the Big Dipper (Ursa Major) and Little Dipper (Ursa Minor). Find the two stars at the end of the bowl of the Big Dipper, Dubhe and Merak. Follow a line defined by these stars for about 5 times the distance between the stars. There, you will find a moderately bright star at the end of the handle of the Little Dipper. That's Polaris, which is, basically, the celestial north pole.

In actuality, Polaris isn't directly at the celestial north pole. If you look at a long-time exposure of the stars around the celestial north pole, you will see that Polaris moves in its own small circle around the actual celestial north pole. It's off by about 0.75 degree. Close enough for our purposes. If you need it more precise, wait until March 24m 2100, when it will be the closest it will ever be to the celestial north pole.

Wait. Why is it moving? Earth's rotation has a wobble, called precession, that causes the apparent celestial pole to move in a circle in the sky over a period of about 25,800 years. Around 2600 BC, the star Thuban, in



the constellation of Draco, the Dragon, was the North Star. When the Great Pyramid in Giza was built, it was aligned to this North Pole. Right now, Polaris is close to the pole. Around the year 14,000 A.D., the star Vega, in the constellation Lyra, the Harp, will be the North Star.

So, why is being able to find Polaris so important? Because if you find Polaris, you've essentially found the celestial north pole, also known as True North. So finding Polaris will tell you which way is north.

There's another important thing about Polaris and the celestial north pole. The elevation of Polaris above the horizon, in degrees, gives you the latitude of your location. Now, I wonder how that could be measured?

_/)

QUESTION

How many stars are used by Navigators?



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SQUADRON BOOSTERS

	Most Recent		Cumulative
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	June '20	\$ 600
Arlene Widemayer	\$ 56	Oct, '20	\$ 5,852
Barbara Roemmele	\$ 200	Nov '20	\$ 1,500

* In memory of Ken and Abby MacPherson



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date for each elective office and submits its written report to the secretary at least 40 days prior to the annual meeting. To find out more information on the duties of the Nominating Committee go to National's Website Squadron Support and Development page.

The Rules Committee consists of a chair and 2 other members one of which is elected at the Annual Meeting for a term of 3 years. The purpose of the rules committee are guardians of and adherence to the by-laws (USPS, District and Squadron), and USPS policies. They keep the squadron bylaws current and consistent with the Model and ensure ExCom and Officers are not inadvertently outside the bylaws.

Auditing Committee consists of a chair and 2 other members. They review the Treasurer's records, makes recommendations for any needed follow up.

Information for this article comes from the Squadron Bylaws and the Operations Training in 3 Seminar. Next month we will discuss the Standing Committees who are appointed by the Squadron BOD.

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

This Month's Questions: Which Committees are the Commander not a member of?

Last month's answer: The Executive Department

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SEASON'S BEST

The editor & staff of the Afterdeck News wish you and yours all the very best for our holiday season and that you saved some room for more turkey in December.

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Editor's Musings & Mutterings

Back when the China Virus first hit us, I felt that it would not be a quick event. How could I have possibly known? Along with half of Bergen County, mom, dad, & myself had the flu; at that very young age I sensed the fear in the hearts of my parents. This was at Christmas in the mid-1930s during the depression. Medicine was also behind what we have today.

In the April Afterdeck News, I suggested that we make great lemonade out of the rotten lemons provided. WE DIDN'T!

GoToMeeting sessions were created for Board of Directors and General Membership Meetings as well as a set for Ad Hoc sessions. THESE HAVE BEEN POORLY ATTENDED.

There have been no On-The-Water events or training. The single exception has been **Cal-isto**:

- ◆ Her squadron race crew has been in training
- ◆ She took to sea ~60% of new members but where are they today?
- ◆ She was a DNS for this year's Castaways Cup race due to poor marlinspike on the part of her skipper

- ◆ She took to the sea for many fun trips

Suggestions for members:

- ◆ Step up to take or teach a class
- ◆ Help with Afterdeck
- ◆ Be open minded to learn a new skill be it boating or office learning - how about Go To Webinar?

- ◆ Accept an office when asked

- ◆ Serve on a committee

- ◆ ATTEND A MEETING ONLINE

Suggestions for squadron:

- ◆ Link up with other boat/sail groups, e.g., Castaways

- ◆ Help them with races, training

- ◆ Start slow and build relationship

As for COVID:

- ◆ get the hell over it
- ◆ do not be afraid of becoming ill at the expense of not living a fulfilling life
- ◆ do not tell me how old & sick you are as I hate old people

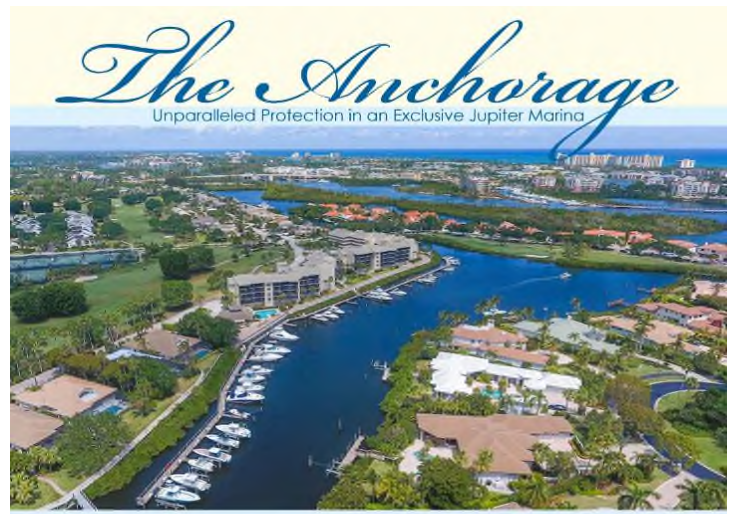
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QUESTION

From those that you found from your answer to the question at the bottom of page 11, please give me the names of two that most navigators find more useful.

Hint -> wonder if you get to thinking about this one will aid you to the correct solution to the page 11 question. Hmm! Interesting!

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AFTERDECK NEWS

NDecember 2020

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