

AFTERDECK NEWS



PALM BEACH SAIL & POWER SQUADRON
District 8

Volume 78, Number 02

February 2021



TRIDENT on Course

"Opportunities
are like sunrises.
If you wait too long, you miss them."

WILLIAM ARTHUR WARD

Let us not miss ours!

On the Inside:

Thoughts on Bareboat Charter Cruises by Jim Bloom, SN

Notice of Election -> Nominating Committee's Slate of Officers

General Membership Virtual Meeting

9 February at 1900

global.gotomeeting.com/join/158415957



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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

From the SEO's Chair

Lt/C Art Dodd, SN

As was stated last month - we are temporarily pausing our classes due to the pandemic. When we get the chance to restart our classes, it would be nice to get a flood of students. Our instructors are well-versed in their subjects and are eager to pass along valuable information to you. Eventually, we'll get going again.

Pop Quiz: What is the single most critical factor that determines the maximum speed of a displacement hull sailboat?

Bonus Question: What is the current speed record for a sail-powered watercraft (i.e. not including iceboats)?

Classes:

Sail class, taught by Lt Jon Arck, P: Lt/C Laura Zavalia, JN, has taken and passed the exam. Andras Andras will take the exam in April, 2021.

Cruise Planning, taught by P/C Ken Peters, SN: completion of the exams is pending.

Class Names: starting this year, assuming we have classes, we will be using the newer designations per USPS requirements. In most cases, the name has changed (to confuse the innocent), but the course materials haven't changed. Yet.

Boat Handling (formerly Seamanship): for this course, not only the name has changed, but also the materials and structure. It is now taught as a series of 6 seminars:

Rules of the Road: A Practical Approach

Confidence in Docking and Undocking: Slow-Speed Maneuvering

Boating with Confidence: Handling Your Boat Underway

Anchoring with Assurance: Don't Get Carried Away

Emergencies on Board: Preparation to Handle Common Problems

Knots and Line Handling: The Knots You Need to Know

Marine Navigation (used to be Piloting): the first course in USPS on navigation. Fo-

cuses on the basics of coastal and inland navigation.

Advanced Marine Navigation (changed from Advanced Piloting): builds on Marine Navigation and adds navigating unfamiliar waters, limited visibility, and extended cruises. Uses GPS as the primary navigation tool while adding radar, chartplotters and other electronic navigation tools.

Offshore Navigation (formerly Junior Navigation): continues with GPS and adds some basic celestial navigation, using primarily the sun, to allow cruises out of sight of land.

Celestial Navigation (previously Navigation): this builds on Offshore Navigation to add determination of position by using additional celestial objects – stars and planets.

Pop Quiz Answer: Displacement hull sailboat speed is mainly determined by the length at the waterline (LWL). This is known as hull speed. $S = 1.35 \times \text{squareroot}(\text{LWL})$. Didn't know that? That, plus much more, is covered in the Sail class.

Educational Grades: the educational grades will remain the same for the time being. These are:

Seaman: having passed Boat Handling.

Pilot: having passed Marine Navigation.

Note: you can skip Boat Handling, take and pass Marine Navigation, to earn the Pilot grade.

Advanced Pilot: having passed Advanced Marine Navigation. Note: while you can skip Boat Handling and take Marine Navigation and Advanced Marine Navigation, it is required that you take and pass Boat Handling to earn the Advanced Pilot grade.

Junior Navigator: take and pass Offshore Navigation after earning Advanced Pilot.

Navigator: take and pass Celestial Navigation after earning Junior Navigator.

Educational Proficiency Award: Successful completion of Advanced Marine Navigation (Advanced Piloting) plus three elective courses.

Senior Navigator (Educational Achievement Award): successful completion of all advanced academic grades and any six elective courses.

Usually, attaining the last two grades requires years of work. Senior Navigator requires that, essentially, the member takes ALL the advanced grade classes.

Note that individual seminars do not factor into the advanced grade determination.

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.

Bonus Answer: Paul Larson set the new speed record for a sailboat on November 24, 2012 in his Vestas Sailrocket 2 with the speed of 75.23 mph. I didn't include iceboats because, with lower friction, they have an unfair advantage. The iceboat speed record is 143 mph, set in 1938. In case you ask, the ultimate powerboat speed record is 317.6 mph, set by Ken Warby in 1978 (note: in setting the powerboat speed record, about 75% of the challengers died attempting it).

For sailors: keep the stick side up and the round side down, plus the people out of the water and the water out of the boat.

/)

From the Rules Chair

Stf/C Mary Dodd, SN

Operations Training History of the United States Power Squadrons®

As February is the founding month of the United States Power Squadrons. I thought it would be interesting to write about some fun facts about our squadron.

The United States Power Squadrons® had it's humble beginnings at the Boston Yacht Club in

the early 1900s. Roger Upton was a sailing member of the Boston Yacht Club but the idea of the newfangled powerboats captivated him and he installed a 20 horsepower convertible kerosene— gasoline engine on his ketch. Roger Upton got together with other likeminded members and got permission of the Yacht Club to start a club within a club to include the select group of "gasoliners."

On 2 February 1914 at the New York Yacht Club the United States Powers was established.

On April 1914 Roger Upton was granted a patent for the present United States Power Squadrons Ensign.

During World War 1 and World War 2 members of The United States Power Squadrons helped trained members of the Navy

1982 Women were admitted as members for the first time

2017 "America's Boating Club" adopted as an alternate name for The United States Power Squadrons.

The United States Power Squadrons is 107 years old.

Hope you enjoyed these fun facts. The information came from the National's United States Power Squadrons Historian Subcommittee Website and from OT in 3 program.

Last month's question: What month and year was the United States Power Squadrons founded? Answer February 1914

This month question: How old is the United States Power Squadrons?

/)

Editor's Musings & Mutterings

First off let me say here and now, once and forever, that the words said here are those of the editor of the Afterdeck News and do not

[Continued on Page14](#)

necessarily reflect the collective views of the United States Power Squadrons, its Districts, or any squadron, and in particular that of the Palm Beach Sail & Power Squadron.

That said, I want to address the words I used in the past two issues of this newsletter.

To those few who were offended, **I offer my sincere apology and beg your forgiveness.**

Never would this old man who has just begun his 90th year aboard planet Earth intentionally denigrate old folks. I am only sad that there were so few objections and wonder if those words were even read by many.

I too wonder how many of you are now scrambling to find the past months of your Afterdeck News to read what did this old turkey really say that was so terrible.

When I speak in jest I will not, however, note it parenthetically for I know that the vast majority of this boater/sailor crew knows when I do attempt humor.

As for my remarks on the China COVID-19 situation, I remain not apologetic in the least for those utterances.

Had I have bunkered in place; I would have missed:

- My eldest Grandson's wedding: outside, NPBCC, 60 folks, reception in dining room, no masks, no social distancing, guests from many states
- Many family dinners with 6 to 11
- 15 sailing trips in Callisto since Feb 20 & 4 as guest in other vessels
- 6 Shooting events
- Taught a single class, only 2 students, virtual & live
- A complete year of fulfilling events

There are probably more but I also, thankfully suffer from anosognosia.

NuffSaid! Should I stay any longer on this subject I will get into politics and I sure do not want to do that.

Reader Input

There was a suggestion from a bridge members to add a section for reader comments to our Afterdeck News.

Input from readers has been heavy, however it has always been verbal and not intended for publication. We are always looking for material to show off our maritime talents be it with an article, a comment, or an answer to a question posed.

Photos are most welcome; please wear a PFD if shooting aboard a boat. These would then be acceptable for use by USPS.

Please contribute! See the Afterdeck News masthead for addresses and deadline.

Together, we sure did fumble 2020

Our failures:

- Did not make Lemonade out of rotten lemons
- Dropped the Ad Hoc sessions ball
- Did not listen or investigate GoToWebinar sessions
- Failed to consider online classes
- No quorum at General Membership Meetings
- Failed to consider online classes
- Too afraid of getting sick to live a fulfilling life
- We sat on our hands

There is a lot more for this list, but I still have anosognosia, I think. Wonder if that is like anosognosia?

_/)

Laura does the Keys

California girl but long-time Florida resident and our XO, Laura Zavalia, N finally gets to the Florida Keys—again.



This time she started at the top of our Keys while aboard P/V/C Lee Popham's motor boat, named **Trident**, while helping Lee to teach the ropes of helmsmanship to his son, James.

Their ports-of-call included Elliott, Largo, and Islamorada Keys.

Earlier (2018), Laura drove by auto to Key West where she joined **Callisto** as Chief Mate for a trip to Dry Tortugas. After which she helped to crew **Callisto** back to her home port at Jupiter Cove. She honed her own helmsmanship under the excellent tutelage of Spider Simms.

Spider is a retired USAF Warthog Driver and fellow inmate of Laura's at Jupiter Cove.

_/)

QUESTION

Did anyone view the online video of Pat Naulty's first jump out of an airplane? If so, please let us know your comments on the clip, her jump, and whether you have ever jumped or considered doing so.

QUESTION

How many stars are available for use by navigators (per the Nautical Almanac)?

Hint: no one answered last month, therefore please submit your correct response for a chance at a valuable prize.

A COW is coming our way

P/V/C Lee Popham will officiate at our Change of Watch (COW) ceremony on March 9. Hopefully it will be a live Face-to-Face at a dinner meeting at the North Palm Beach Country Club or at Belle's Bar & Grill at Old Port Cove. Should we not be able to meet Face-to-Face then it will be an online session only to com-



First Lee demonstrates how too, then son James takes the helm



First Mate, Laura fuels the vessel. Note her proper attire -> the PFD!

mence at 1900. Final details will be in your March 2021 Afterdeck News.

_/)

Reminders

Board of Directors Meeting

- Monthly on the 1st Tuesday
- Time: 1900
- HQ and/or Online
- PBSPS-BOD-Meeting
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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 members of the Palm Beach Sail & Power Squadron are encouraged 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
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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!

SQUADRON BOOSTERS			
Member	Most Recent		Cumulative
Mark Lewis	\$ 250	Nov, '19	\$ 250
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
Barbara Roemmele	\$ 200	Nov '20	\$ 1,500
Arlene Widemayer	\$ 25	Dec, '20	\$ 5,877
Myra Hoffstein	\$ 100	Dec '20	\$ 2,800
Nancy Sweeney	\$ 100	Dec '20	\$ 1,500
Laurie Chalmers*	\$ 100	Dec '20	\$ 700
* In memory of Ken and Abby MacPherson			

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In order for photos to be published in any United States Power Squadrons publication, it is not only necessary but prudent that folks wear a PFD when on the weather decks of vessels underway.

This is to show that we practice the safe boating techniques that we teach.



Post Conjunction: Saturn emerges from behind Jupiter (iPhone photo 21 Dec 2020)

The photo above is a demonstration of the quality of the cameras built into the smartphones of today. This was taken handheld for a longer than normal shot at the beginning of nautical twilight.

The foreground was well lit. There were street lights and well lit homes across the canal. While attempting to shoot the conjunction of our sister planets, Jupiter and Saturn, there was no reason to believe the it would be successful.

Yet when zoomed in on the dot of the subjects and while heavily pixilated, it is clear that one can see Saturn emerging from behind Jupiter.

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 1900 on Tuesday 9 March 2021, 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, Educational Officer, Administrative 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

Board of Directors

Commander -> Lt/C Laura Zavalía, N
Executive Officer -> Yanni Pishos, P
Educational Officer -> P/R/C Joe Tringali, SN
Administrative Officer -> Lt Pamela Piccone, S
Secretary -> P/C Barbara Roemmele, JN
Treasurer -> Lt/C Roberta Stephens, P
Member at Large -> P/C Ken Peters, SN
Member at Large -> P/C Jim DeArmond, AP
Member at Large -> David O. Lee, P
Member at Large -> Cdr Calvin Cearley, P
(Immediate Past Commander)

Assistants

Assistant Educational Officer -> (open)
Assistant Administrative Officer -> Lt Arlene Widmayer, S
Assistant Secretary -> (open)
Assistant Treasurer -> P/C Darryl Aubrey, SN

Auditing Committees

(1 year) -> P/Lt/C Helene Hvizd, AP
(2 years) -> Lt George Dohn
(3 years) -> Michael Brooks, P

Rules Committees

(1 year) -> Stf/C (P/D/C) Mary Dodd, SN
(2 years) -> Dan Carbone, AP
(3 years) -> David O, Lee, P

Nominating Committees

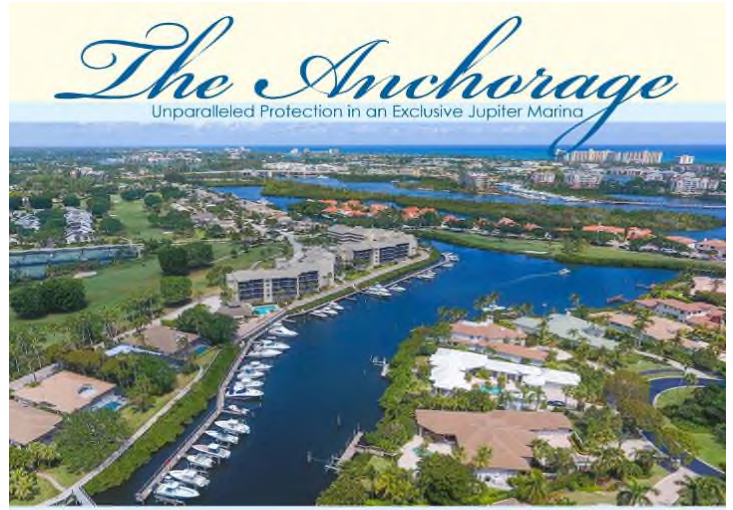
(1 year) -> P/C Richard McClain, SN
(1 year) -> P/C Ken Peters, SN
(2 years) -> P/C Jim DeArmond, AP
(2 years) -> Lt Arlene Widmayer, S
(3 years) -> Jeannette Cearley
(3 years) -> Cdr Calvin Cearley, P (Immediate Past Commander)

US1 Bridge Replacement Project by the Florida Department of Transportation (FDOT)

The design plans for replacement of the US 1 bridge are close to being finalized, and a contractor will be chosen this spring. The first phase of construction, beginning this summer, will be a series of intersection improvements along the planned detour routes. Intersections that will be improved include Indiantown Road and Alternate A1A, Indiantown Road and US 1 and Alternate A1A and US 1.

The temporary detour for the bridge construction will begin in the spring of 2023, and will last approximately 20 months. Construction is scheduled to be complete in mid-2025. When a contractor is chosen, certain phases of the construction may be modified.

Testing of some of the construction methods started in December, so residents may see equipment adjacent to the bridge. This activity is not directly related to the bridge replacement project, but is in preparation for it. For further information or to be added to the project mailing list please visit FDOT's project website at www.fdot.gov/projects/jupiterus1bridge/main.



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Thoughts on Bareboat Charter Cruises

By Jim Bloom, SN

Bareboat Chartering is the easiest way to start cruising “exotic” places. One big advantage is that you can charter all over the world. Your horizons are unlimited.

Look at chartering as your second boat. A boat you don’t have to maintain for more than a week or two, and even then, it’s only for the small things.

I found chartering the second step towards having my own blue water cruising boat in the Caribbean. (The first step is another story, stay tuned.)

I was fortunate enough to have had the opportunity of spending unlimited time traveling the Caribbean on my own boat. However, before I reached that point in my life, chartering a bareboat for a week at a time was how I cruised the Caribbean.

When I say “cruise” I’m talking about spending a week or more at a time traveling whether it’s on your own boat or on a bareboat. My comments here will refer mainly to Caribbean sailing but can also be applicable to the Bahamas and the BVIs where the islands are much closer to each other. Cruising the Mediterranean is a bit different.

I quickly learned the trick to an enjoyable week of chartering; don’t bite off more than you can chew. What I mean is, enjoy your destinations, don’t try to cover too much distance. The real essence of cruising is the time you spend enjoying where you are.

Sailing among the islands is only part of your adventure. Too many times we underestimate the amount of time it will take to get from point A to B. Sailing conditions in the Caribbean are different from what they are in protected areas such as the Bahamas and the BVIs.

The long hauls between some of the larger islands are between 50 to 70 nautical miles that will take the better part of a day. Unless you have arranged for a one-way cruise, you’ll have to return to where you started, so take that into consideration. Fifty to seventy miles twice is basically two full days right there in addition you’ll have time consuming procedures of checking in

and out of customs at each end.

That’s why I would suggest staying within one political jurisdiction i.e. Antigua/Barbuda, Guadeloupe/Iles des Saintes, St. Vincent and the Grenadines, St. Lucia or Martinique. For these individual groups you only have to check in and out at the airport, no cruising time lost.

Each island in the Caribbean is different and has a different flavor, there is much to experience. Guadeloupe and Martinique are both very French, as are the Saintes, with wonderful food, great patisseries and coffee shops. When on the French islands we tried to have breakfast ashore, always “pain au chocolate avec café au lait” and we’d take baguettes home for lunch.

Callaloo soup on the formerly British islands is a must as is the vegetable Christophine. Anything you can do with a potato you can do with Christophine. Some of the best places look like holes in the wall, ask around.

Find out if there are any festivals or “jump ups” going on. Nearly every island has some form of Carnival during the year and not necessarily at the traditional time like Trinidad, the grandest of Caribbean Carnivals rivaled only by Rio and New Orleans.

Plan to really visit the interior of the islands, to me, that is the best part of the cruising experience, not just the sailing. If I were suggesting things to do ashore on any Caribbean island, I would first advise to take a ride on a local bus or book a half day tour. It is the best way to see the interior and small towns of the big islands.

The busses on some islands are no more than ten passenger vans. When entering the small busses, it’s customary to wish a general “good morning or afternoon,” which ever is appropriate, to the other passengers.

When I was teaching the Squadron’s Cruise Planning Course, I recommended going to the farthest point of the itinerary initially then working your way back. If you should then get bad weather during your cruise period, you’ll already be being headed back to your home base and not have to travel the longest way in bad weather.

Remember in planning for the Caribbean,

there are roughly never more than 13 hours of daylight and never less than 11 hours. Even though it feels like summer, you don't have the long summer days you have here in Florida.

There are many bareboat charter companies to choose from, The Moorings and Sun Sail have very good reputations and maintain their boat well. Select a company that is in or near the area you want to sail and explore.

If you want to sail to a lot of small islands close together, select St. Vincent and The Grenadines, pick a base in that group so you don't have to sail a long distance just to get there. There is a lot to see on each island.

On St. Lucia, for example, you can have great sails in the lee of the island with super anchorages and plenty to do ashore at each, from Rodney Bay on the north Marigot Bay and Castries, Roseau the Pitons in the middle. You can always hopscotch anchorages for a longer sail and return to them on your way back. There won't be time to go farther south, but you won't want to. You'll have a wonderful time.

You can also spend a week sailing the west coast of Martinique or Guadeloupe where it's only a ten-mile trip down to the charming Iles des Saintes, one of our favorite spots, but that's another story too. Believe me, you can have some exhilarating sails along the leeward sides of the island as the wind sweeps down the mountains. The plus side is that you don't have the heavy, possibly uncomfortable, seas that you'll encounter between islands.

Large, long islands like Dominica, Guadeloupe, Martinique, and St. Lucia have great scenery and nice island tours. There are good anchorages on the leeward (west) sides, and some are in front of towns and hotels where you can swim and dine, even though you are living just off the beach.

There are cruising guides for all of these islands also for the island groups such as the Windward and Leeward Groups. Look at these before you make decisions as to where to go. The guides discuss passages, approaches and anchorage, all the things you'll want to know before making a landfall in unfamiliar places. (Hint: there are (or were) some Guides in the Squadron library.)

The books may be old. However, as a Frenchman told a friend of mine who com-

plained that the charts he was buying "were old," "Meuser, ze charts may be old, but zee rocks, zey do not move"!

In short, there is so much to do and see in the Caribbean, you can't possibly do it in a week. Whatever time you have, don't rush it. Slow down to "island time" and really get the most out of the time you have there.

Since we live in Palm Beach County, I have to state that, if all you really want to do is ocean sailing, there is a less costly way to do it; sail out the Lake Worth Inlet, turn right, left or go straight ahead for six hours, then come about and return. No sense wasting all that airfare and chartering fees when you can ocean sail right here twelve months a year!

That's my opinion and I'm sticking to it!

_/)

FYI: Christophine / Chayote

Chayote, also known as mirliton, choko, tayota, chocho, and chuchu, is an edible plant belonging to the gourd family,

Editor's Comment



The last class for 2020 has just concluded with the Cruising & Cruise Planning exams shipped off to national for grading. 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* is a perfect example. Thank you and Well Done Jim!

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 HQ.

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 (669) 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 DeArmond:

- 561-239-8673
- jimdea@gmail.com

Ken Peters:

- 321-432-8071
- kpeters1@gmail.com

Mary Dodd

- 561-301-8837
- mrdodd@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 invitation to our General Membership Meeting.

PBSPS-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 (669) 224-3412

Access Code: 158-415-957

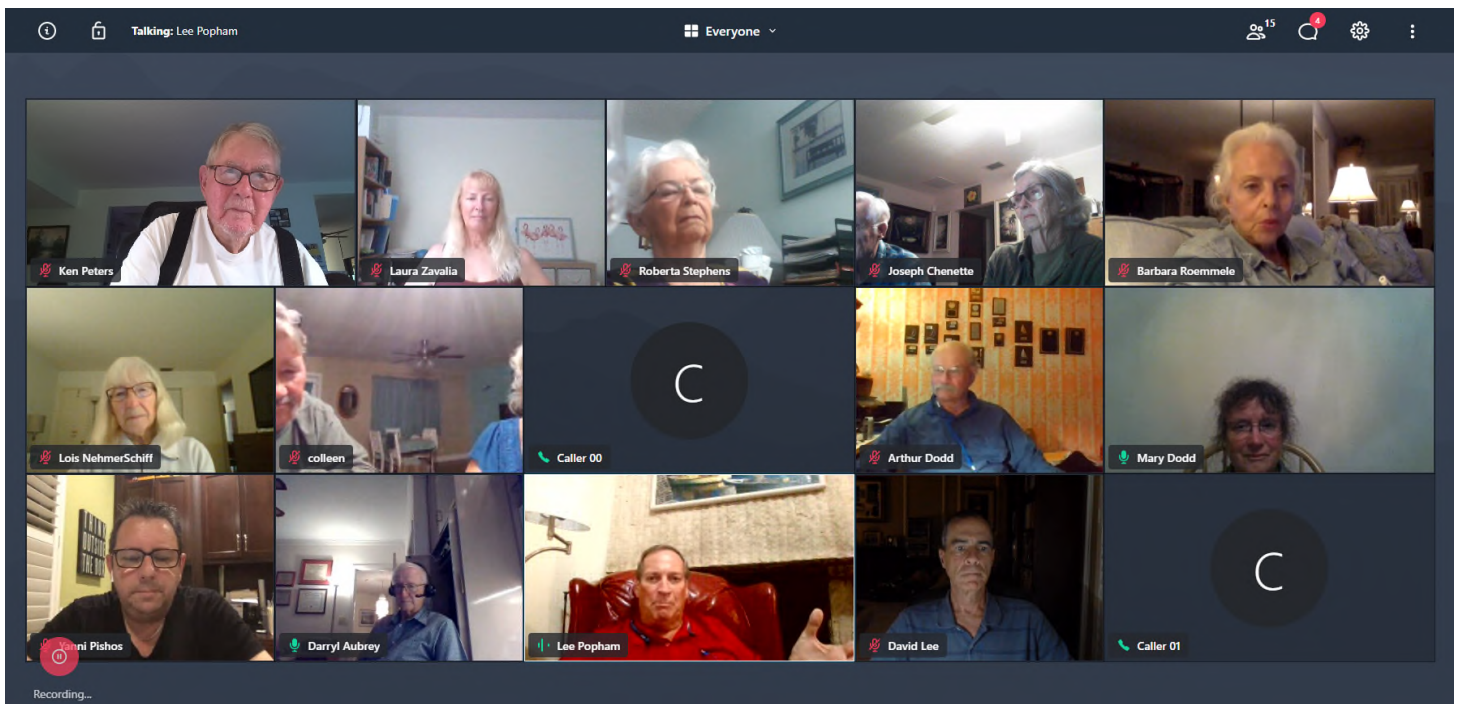
New to GoToMeeting? Get the app now and be ready when your first meeting starts:
<https://global.gotomeeting.com/install/158415957>

By-the-way, these numbers and log-on methods will remain the same for all General Membership Meeting's 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 on next page indicates 4 chats for me.



Attendees at the January General Membership Meeting was sparsely attended

General Bridge Information:

Bridges that open monitor VHF Channel 9 (& 16 when noted) and are equipped with a landline telephone

Listings include the ICW Mile Marker (MM) in Statute Miles, Vertical Clearance, opening schedule, landline phone

Hobe Sound Bascule Bridge SR 708; MM: 995.9 Vertical Clearance: 21; Opens: on demand; Phone: 772-546-5234

Jupiter Island Bascule Bridge CR 707; MM: 100.41 Vertical Clearance: 25; Opens: on demand; Phone: 561-746-4261 Hail as "707 Bridge"

Jupiter Federal Bridge US 1; MM: 1004.8 Vertical Clearance: 26; Opens: on demand; Phone: 561-746-4907 VHF 9 & 16

Indiantown Rd SR 706, Jupiter; MM: 1006.2 Vertical Clearance: 35; Opens: hour & half hour; Phone: 561-746-7114

Donald Ross Bascule Bridge, Juno Beach; MM: 1009.3 Vertical Clearance: 35; Opens: hour & half hour; Phone: 561-262-3030

PGA Blvd, North Palm Beach; MM: 1012.6 Vertical Clearance: 24; Opens: hour & half hour; Phone: 561-624-3684

Parker Bridge US1, North Palm Beach; MM: 1013.7 Vertical Clearance: 25; Opens: :15 & :45 past the hour; Phone: 561-626-5445

Blue Heron Bridge SR A1A, Riviera Beach see notes; MM: 1017.2 Vertical Clearance: 63 West Span / 65 East Span; Opens: Fixed; Phone: n/a

Notes:

- ◆ Sailing Vessels must be aware of the tide when attempting to clear the Blue Heron Bridge
- ◆ An SOG of 8kts must be maintained to meet successive openings of the Indiantown & Donald Ross bridges
- ◆ Intent is to add horizontal clearance, the minimum speed required to maintain to make the next opening of bridges that do not open on demand, and the Lat/Long data later.
- ◆ This info was made available from our local Cruising Guide for the Jupiter Area and Environs. Also hopefully, with your help we can expand this to the southern end of our boating area.

AFTERDECK NEWS

February 2021

"Come for the Boating Education . . . Stay for the Friends."



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Palm Beach Sail
& Power Squadron
1125 Old Dixie Hwy., #1
Lake Park, FL 33403

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To:



Commander One was our Goodwill Asset

**Palm Beach Sail & Power Squadron
General Membership Meeting
Tuesday evening at 1900 February 9th**