



Vol. 76 / No. 8

AFTERDECK NEWS

Palm Beach Sail & Power Squadron



AUGUST 2021

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Pat Naulty, S

From the Commander

Cdr Laura Zavalia, N

It's a bit like family. Huh? You know, being in the squadron and all. In July, Lee Popham and I were in Seattle for a conference of the Sons of the American Revolution and had a chance to meet up with the Cdr Robert Dahlin, AP and a past commander of the Seattle squadron. It was good to compare notes and ideas of how we can serve our local members better. Check this out, they like to play boats, teach classes and they even have some of the same challenges we do! These two men in the photo are IT types.



We have a couple of those in our squadron. They have been instrumental in getting our website ready. Thank you Jim DeArmond and Ken Peters.

By the way, I want a couple of volunteers to participate in two committees: The Website Committee and the Public Relations Committee. It won't take up too much of your time and sure will be appreciated. Call me if you know of someone.

Thank you Mary Ann for taking charge of the sign-in table at the dinner meetings.

Thank you Paul Blanchard for heading the co-operative charting committee.



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 Membership 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

Editor speaks for himself

Ken Peters, SN

CALLISTO WAS HONORED but it was a Bittersweet Trip

In accordance with his wishes, Elvin Edward 'Bud' Greene, III, SN crossed the bar for a burial at sea aboard *S/V Callisto*.

Our Squadron Chaplin, Stf/C Lois Nehmer-Schiff, SN conducted the service for Bud. Witnesses were Bud's wife Helen, daughter Lynda Greene Kupferman, son-in-law Ken Kupferman, and grandchildren, Ashley and Adam Kupferman. Other close family members include: brother-in-law Darryl C. Aubrey, niece Debra Aubrey Stokes, nephews Morton Aubrey and David Aubrey. Co-captains in *Callisto* were Ken and Dan Peters.

Bud & Ken served together in the Educational Dept of the Palm Beach Sail & Power Squadron in the late 1960s.



FLARE-UP FIZZLE

The failure of this event to come off was my fault and my fault alone. I was so well prepared, leading a great crew of self starters—well prepared except for moving back to the land of big government.

In spite of involvement in 6 Flare-Ups in Brevard county at a major launch ramp, I had not even considered the need of a permit.

Pat Naulty delivered posters to both local West Marine stores and to the Burt Reynolds Park. At the latter location she learned of our need for PBC Park & Rec Commission permit.

I called the number she gave me, spoke with a chap who asked our intent. He said he would check with the big boss and get back to me with an answer by COB.

I received a call from the big boss who essentially said the idea of shooting off rockets at a launch ramp was basically dumb. I was both dumb and dumb-founded.

The Flare-Up crew suggested alternative sites but none had major boat ramps.

A notorious bank robber when asked why he robbed banks said that was where the money was. My thinking was let's hold a Flare-Up at a major boat ramp where the boaters are.

The PBC P&R functionary sent me an application



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that will take 3+ months for an answer which will never be yes.

Pat also posted cancel notices at BR Park Saturday morning. After doing likewise at the Tequesta West Marine she returned to BR Park to find that the ranger there had removed her earlier cancel posters.

Perhaps the next Flare-Up leader might try MIA for help with this worthwhile effort.

I end this with sincere thanks to a Self-Starting Crew and especially:

- ♦ Pat Naulty for attending a BRsps Flare-Up in Brevard and doing yeoman work distributing Posters & cancellation notices
- ♦ Barbara Roemmele for her wise council and traveling to Brevard to witness another recent Flare-Up there
- ♦ Harry Diener for another major distributor of event posters as well as enlisting the considerable aid of SYS Yacht Sales with Food & Drink for attendees
- ♦ Art Dodd for council, suggestions, and good ideas
- ♦ Cal Cearley loaned me the Side Curtains from *Spenderella* for our identification at the event

Operations Training
District Administrative Officer
Submitted by Stf/C Mary Dodd, SN

During the D8 Spring Conference, D/Lt/C Jim DeArmond, AP has been elected District Administrative Officer, I thought this would be a good time to talk about the duties of districts elected officers and we will start with the District Administrative Officer.

As with the Squadron Administrative Officer the District Administrative Officer (DAO) deals with all things internal to the District. In accordance with the D8 Bylaws the DAO may have an Assistant who would be ADAO and would be a D/1st Lt at this time there is none.

The District Administrative Officer (DAO) is the head of the Administrative Department. The DAO is a member ex officio of all department committees and performs the duties assigned by the District Commander (D/C), the district council, the district conference and the bylaws. The DAO is a source of leadership to the committee chairs in his department.

All activities assigned to the DAO involves "Internal affairs". Some of these activities are as follows:

- Membership
- Member involvement
- Boating activities
- Operations training
- Conference

This information came from the Operations Manual and District 8 Bylaws.

The answer to the question in my last article is "What does the platinum border around District's 8 burgee stand for?" That the District is 75 years old but under 100 years old.

This month's question is Who is District 8 Commander this year?

Educational Report
SEO Article
Art Dodd

Lt/C Joe Tringali, SN, has resigned as Squadron Educational Officer (SEO) position for personal reasons. I have agreed to serve as SEO until March 2022.

Classes: We are restarting our in-person classes after an absence of more than a year.

- **Marine Communications Systems:** with Lt Hal Leahy, AP as instructor, is currently ongoing with 3 students registered.
- **Piloting:** taught by Lt Mike Galvin, SN, was cancelled due to a lack of students; only one student registered.
- **Boat Handling:** this is the course that is replacing Seamanship. It is scheduled to start October 18 and will be taught by P/C Rick Wood, SN. The Boat Handling class has a unique format, completely different from the previous Seamanship class, consisting of a series of six seminars. Each seminar is on a different topic – e.g Anchoring, Rules of the Road, etc. In order to complete the Boat Handling, a student must take all six seminars, plus pass an exam. The seminars given in Boat Handling are updated seminars that used to be stand-alone seminars. Therefore, we plan on opening these seminars to all members. If you wish to attend only one or two seminars without having to sign up for the Boat Handling class,

fine. More details on this later.

- **Advanced Piloting:** with P/C Ken Peters, SN, as instructor, the Advanced Piloting class starts October 7.

Other classes will be scheduled as they can be made available. The goal is to get back to a schedule similar to what we had in the past.

Jump Start Program: This is a USPS program we've been trying to get going for some time now. In the Jump Start Program, a non-member of USPS, who has a boat that is new to her/him, can get some help. The training is done on their boat. It consists of two

parts: first, a Vessel Safety Check is performed on the boat, if it doesn't already have one. Second, one of the members of our squadron who has experience on similar boats will go on board and give a training session to the boat owner. Training could include docking/undocking, maneuvering under high or low speed, etc. The training session would only take a few hours. Not only does this help educate the boat owner, it also introduces them to the United States Power Squadrons and the Palm Beach Squadron.



HURRICANE SAFETY TIP:

REMOVE EPIRBS

-Vessels that are secured at marinas can be damaged or sunk during major storms

-EPIRBS on board activate, creating "false positive" reports of distress

-During Hurricane Sally the Coast Guard investigated many false positives, using finite resources and manpower

Of Powder Monkeys, Brass Monkeys, and Little Nippers *Contributed by Art Dodd*



Let's go back in history, to the 18th and 19th centuries, in the Age of Sail, when the British Navy ruled the seas with "wooden ships and iron men". Things were a bit different back then, and some phrases we occasionally hear now came from this era.

Powder Monkeys. Most ships took on young boys to act in various roles on board ship, including ships of the Royal Navy. If from a rich family with connections – "my father's cousin is captain of a British third-rate war ship"- they would be midshipmen, who were training to become ship's officers. If not from a rich family and with no connections, or runaways, orphans, etc., they entered a life of servitude as cabin boys, powder monkeys, or other jobs. These boys, as young as seven years old, were on the ships during battles. The younger boys, because they were smaller and could fit in the smaller spaces of a warship, became powder monkeys, whose job it was to carry gunpowder from the ship's magazines, usually on the lower decks, up to the gun crews manning the cannons on the gun decks. A very dangerous job. By the way, a ship's captain commonly

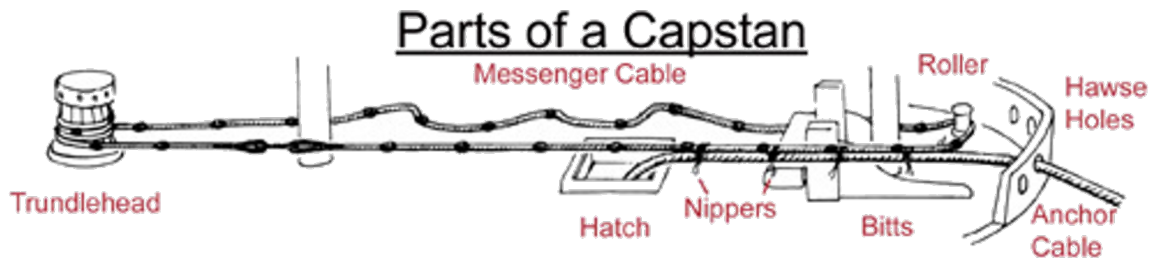
hired a schoolmaster to teach the young lads during a voyage.

Brass Monkeys. Perhaps you've heard the expression "cold enough to freeze the balls off a brass monkey." There is nothing scatological in this expression. Ever see a nice, neat pyramid of cannonballs? A brass monkey was a square plate, made of brass, with dimples spaced to allow the bottom layer of cannonballs to be placed. The other cannonballs were stacked on top of the bottom layer to form the pyramid. Without the dimples in the bottom plate, the cannonball pyramid would collapse. Supposedly, in very cold weather, the brass plate would contract enough so the dimple spaces were now less than the cannonball diameters. This meant that the bottom layer was now unstable, and the pyramid would collapse. So, it would be cold enough to freeze the balls off a brass monkey. While the expression is quaint, it is also untrue. A myth. Why? Consider – would sailors actually stack cannonballs on the deck of a ship under way? Even with the brass monkey, the cannonballs would not stay as a

pyramid. Picture dozens of cannonballs rolling around on deck on a ship in heavy seas – it would resemble a Three Stooges routine. Also, sailors would spend time chipping rust off cannonballs to make them more round and smooth so they would go straight when shot from a cannon. To somewhat prevent rusting, cannonballs were stored below, out of the rain, until needed.

Little Nippers. To know this, you need to know how the large wooden sailing ships weighed anchor. This process initially involved pulling the ship up to where the anchor was (remember, no engines). When the anchor was directly below the bow, “anchor up and down, sir!”, there would be a pause before proceeding with raising the anchor. Keep in mind that once the anchor comes off the bottom, the ship is no longer fixed in position and could drift with the wind or current. Typically, the capstan head had slots for fitting iron bars, which would be driven by many men, up to 260 (!). Plus, a fiddler on the capstan head who would play a lively tune to get the men to push together. The whole process of weighing anchor could take 4 to 5 hours. In the mid 17th

century, ships got very large and their anchor cables also increased in diameter to the point where the cables could not fit around the capstan drum. HMS Victory, Lord Nelson’s ship, had an anchor cable with a 24-inch circumference. In place of the anchor cable, a messenger cable would go from the bow to the capstan, around the drum, and back to the bow in a continuous loop. Where the messenger cable paralleled the anchor cable, the two were temporarily tied together with short pieces of line called a “nipper”. The anchor cable would come in through the hawse holes, be drawn back by the messenger cable, and, when a nipper was untied, would go down into the cable locker on a deck below. Thus, the messenger cable was drawing the anchor cable in. Another duty of the children on board would be to run the nipper lines from where they were untied from the anchor cable to the bow where they would be re-tied to the messenger and anchor cables. Thus, “Little Nippers” were the ship’s boys assigned to this duty. Now, you will have to excuse me as I must go on deck for First Dogwatch, then to dinner.



Watches, Dog Watches, Duty Watches, and Bells *Contributed by the Editor*

Here is a bit more from the history of sailing ships from the 16 & 17 hundreds. Crews were either in one or the other of watch crews; these were the Starboard or the Port watch crew. They served in a four hour on & four hour off rotation of watches.

During daylight while off watch duty you worked the ship painting, polishing, caring for the lines, the sails. During the night you were permitted to get some sleep in your hammock. All the time you were dreading being piped on deck, e.g., to change the sails. The crew was fed a meal twice a day.

Few sailors in those days had any concept of time as we now do. The ships bell was struck every half hour where the period was measured with an hourglass. At 8 bells the off-duty watch was called on deck to relieve the watch.

The hourglass was not a particularly accurate device. Its inaccuracies were from 1) the device itself, and 2) when it was turned over to measure the next 30 minutes. On most vessels the time was reset to local noon when a noon sight was taken or as best determined by the captain.

Jumping to the latter part of the 1800s, the life of sailors became a bit easier with the introduction of the 3 watches for the crew as well 3 square meals a day. The Dogwatches were used to allow all to better enjoy a good evening meal and to jug the watches, so no single watch crew endure the same middle watch night after night, as an example.

The first watch of the night at sea is called, not surprisingly, the First Watch (2000hrs through to midnight). It is followed by the Middle Watch (0000hrs to 0400hrs), the Morning Watch (0400hrs to 0800hrs), the Forenoon Watch (0800hrs to 1200hrs), the Afternoon Watch (1200hrs to 1600hrs), the First Dog Watch (1600hrs to 1800hrs) and the Last Dog Watch 1800hrs to 2000hrs).

I have not been able to find the derivation of why 'dog' was applied to the name of those watches. It has been conjectured that it came from Sirius, the dog star as the brightest star in the night sky and the first to be seen at twilight. Any help would be appreciated.



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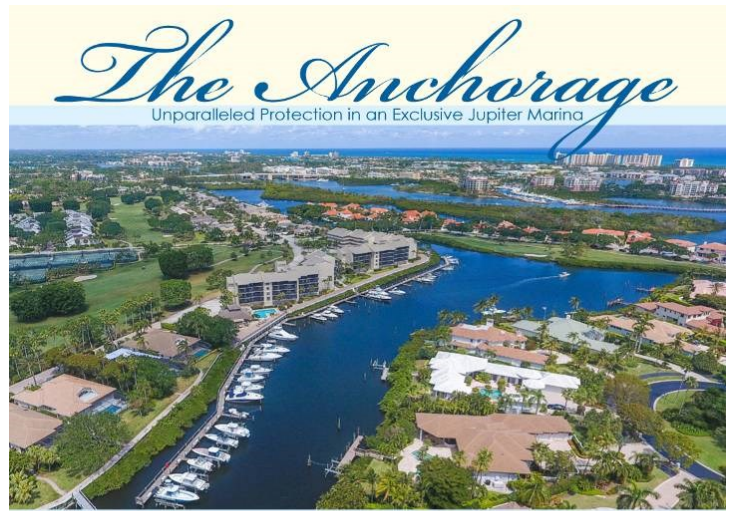
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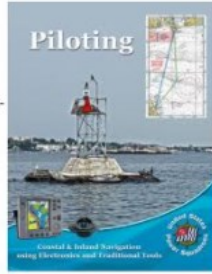


Piloting

Course Description: Learn the essentials of safe coastal and inland navigation using basic GPS in conjunction with charts and other marine data. The *Piloting* course teaches you how to use the GPS along with traditional dead reckoning techniques for planning and laying out safe routes, as well as ensuring that you are on-course while underway.

Elements Covered:

- Charts and their interpretation
- Landmarks and navigation aids (buoys, daymarks, lights, etc.)
- Plotting courses and determining direction and distance
- The mariner's compass and converting between True and Magnetic
- Use of GPS—typical GPS displays and information they provide, setting up waypoints and routes, staying on a GPS course.
- Pre-planning courses and entering them into the GPS.
- Monitoring progress and determining position by both GPS and traditional techniques such as bearings and dead reckoning.
- The "Seaman's Eye" - simple skills for checking that one is on course.



When: Classes begin Thursday, July 8 at 1900 (7 PM) and will continue for approximately 8 sessions.

Where: Palm Beach Sail & Power Squadron Headquarters, 1125 Old Dixie Highway, Lake Park, FL.

Course

Fee: \$100 USPS members,
\$150 2 members sharing materials,
\$200 non-members
Fees include plotter and dividers
Cash or Checks (made out to "PBSPS" only, please

To Register:

Contact the instructor, Lt Mike Galvin, SN at:
561-373-0639 Piloting@palmbeachsps.org

Covid-19: in accordance with the current CDC guidelines, and due to the possible presence of unvaccinated persons, we request that students wear masks and maintain social distancing when not seated for the class.

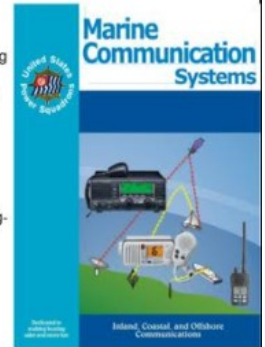
Maximum class size of 8

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- Radio history and spectrum definitions are presented along with definitions of radio circuits that the student should learn, to choose the best communications method for his/her situation.
- Global Maritime Distress and Safety System (GMDSS)
- FCC rules, regulations and radio licenses
- Radiotelephone operating procedures—both voice and digital
- High seas radio—MF/HF and satellite communications
- Troubleshooting and radio maintenance
- Other marine communications systems



When: Classes begin Wednesday, 7 July 2021 at 1900 (7 PM) and will continue for approximately 10 sessions

Where: Palm Beach Sail & Power Squadron Headquarters, 1125 Old Dixie Highway, Lake Park, FL.

Course

Fee: \$60 USPS members,
\$90 2 members sharing materials,
\$120 non-members
Cash or Checks (made out to "PBSPS" only, please

To Register:

Contact the instructor, Lt Hal Leahy, AP at:
561-630-0648 Email: asst-seo@palmbeachsps.org

Covid-19: in accordance with the current CDC guidelines, and due to the possible presence of unvaccinated persons, we request that students wear masks and maintain social distancing when not seated for the class.

Maximum class size of 8

SQUADRON BOOSTERS

	Most Recent		Cumulative
Joyce Newman	\$ 100	Feb, '20	\$ 2,275
Barbara Roemmele	\$ 200	Nov '20	\$ 1,500
Myra Hoffstein	\$ 100	Dec '20	\$ 2,800
Nancy Sweeney	\$ 100	Dec '20	\$ 1,500
Laurie Chalmers*	\$ 100	Dec '20	\$ 700
Laurie Chalmers**	\$ 100	Jan '21	\$ 100
Robert Flucke	\$ 200	Mar, '21	\$ 1,000
Bill Eldridge	\$ 100	Mar '21	\$ 2,800
Darryl Aubrey	\$ 100	Apr, '21	\$ 1,900
Ray Rutkowski	\$ 200	Apr '21	\$ 800
Arlene Widemayer	\$ 91	Jun '21	\$ 6,388

* In memory of Ken and Abby MacPherson

** In memory of Kathy Eldridge

Rules:

1. Treasurer sends the Booster Fund ledger each month to DCA.
2. If a year passes with no contribution, the contributor will be dropped.
3. If subsequently, a dropped contributor makes a contribution, his or her name will be reinstated and the cumulative contributions updated and reported.

For your SQUADRON BOOSTER contribution, please make your check payable to: **Palm Beach Sail & Power Squadron** then -> Mail to :

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North Palm Beach, FL 33408

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HURRICANE
SAFETY TIP:

REMOVE EPIRBS

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- During Hurricane Sally the Coast Guard investigated many false positives, using finite resources and manpower

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AFTERDECK NEWS

AUGUST 2021

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3 August 2021 & 1 September 2021

General Membership Meeting

8 September 2021