



AFTERDECK NEWS

Palm Beach Sail & Power Squadron

AMERICA'S BOATING CLUB

(561) 594-8220

PB-sps.org



Vol. 76 / No. 12

DECEMBER 2021



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Merry Christmas
Happy Hanukkah

WEATHER

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The safety and comfort of those who venture out on the water have always been weather dependent.

In this course, students will become keener observers of the weather, but weather observations only have meaning in the context of the basic principles of meteorology—the science of the atmosphere. The course focuses on how weather systems form, behave, move, and interact with one another and reflects the availability of all sorts of weather reports and forecasts on the internet.

This is a general weather course benefiting those sitting in their living rooms, as much as those standing behind the helm.

What's Included?

- ◆ The atmosphere: temperature and heat
- ◆ Wind, pressure, and waves
- ◆ Tropical weather and storms
- ◆ iWeather and storms
- ◆ Tropical weather and storms

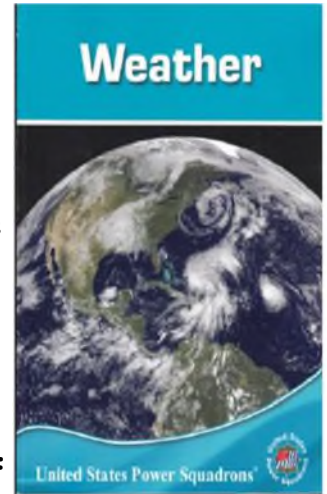
When: Classes begin January 6, 2022 at 1900 and will continue weekly for approximately 8 sessions

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

Cost:

- \$70.00 Members
- \$115.00 Member sharing with same household
- \$140.00 Non-Member

REGISTER with instructor Art Dodd, SN by email at ArtDodd52USPS@att.net or (561) 758-4253



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

Commander Laura Zavalia' Notes for December

Whoa! Is 2021 already coming to a close? What have we done all this year? Let's start with:

Starting up education again

- o Thank you, Lt/C Art Dodd, SN
- o Thank you, P/C Ken Peters, SN
- o Thank you, P/C Rick Wood, JN
- o Thank you Hal Leahy, AP

Having face to face meetings and social gatherings

o Thank you, Lt/C Arlene Widmayer, S
Added 3 new members

- o Steve Livaditis
- o Bob Kletjian
- o Monica Sprague

Added a transfer from another northern squadron

- o Greg Timko

Added three new Vessel Safety Check Examiners - Thank you for teaching it, P/V/C Lee Popham, JN (soon to be SN)

- o D/Lt Mike Stern, P
- o Lt/C Yanni Pishos, P (soon to be AP)
- o Cdr Laura Zavalia, N

Agreed on a budget

Said a sad goodbye to 10 members who passed over the bar 2020 and 2021

- o Jeanne Kirchner, AP
- o Lt Kathy Eldridge
- o Rita Bailey
- o P/C Helen Fries, P
- o Lt Bud Greene III, SN
- o Estelle Rutkowski
- o Norm Schmotzer
- o Bob Malone
- o John Reid
- o Sandra Landsman

Operations Training

Wealth of Knowledge of the National Website
Submitted by Stf/C Mary Dodd, SN

Would you like to learn more about the United States Power Squadron(USPS), District 8 and Palm Beach Sail and Power Squadron?

A good start would be to go the National Website <https://www.usps.org/> . There you will find out how to pay your dues, what benefits are available to you as a member, what classes are available and watch videos on boating.

You will also learn the rich history of your squadron, district and national and what the symbol on their burgees and Flag means.

Other information includes their latest Bylaws and the Operations Manual

You can find ideas on membership retention and recruitment, squadron activities, vessel safety checks, Coop Charting, how to advertise and promote your squadron and much more.

For those who have not been on the website before the way to get into the website is to go to <https://www.usps.org/> then member login. There you will need your Certificate number and a Pin, which is a Pin given to you by National. This pin can be found on your membership renewal notice.

If you **forget your PIN** and cannot log onto the USPS website, follow this procedure:

- When you get the logon failure notice, click on the "ReSubmit" button

- Click on the link for the "Security Information" pages.

- Enter your certificate number

- If you do not remember your security question

- oClick on I don't know my security question

- oClick Continue

- oYour Security Question will be sent to your email address of record in the national membership database

- oIf you know your security question

- oClick on I know my security question

- oSelect your security question

- oClick Continue

- oEnter the answer to your security question

- oClick Continue

Your PIN will be sent to your email address of record in the national membership database

As you can see there is a wealth of information on <https://www.usps.org/> that can be helpful to you and to your squadron.

Hope you will take some time to check out the website.



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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
Stephen Livoditis	\$ 400 Jun 21	\$ 400
Arlene WideMayer	\$ 59 Oct 21	\$ 6,683
Barbara Roemmele	\$ 100 Nov 21	\$ 1,600
Calvin Cearley	\$ 250 Nov 21	\$ 2,669
Ken Peters	\$ 102 Nov 21	\$ 552

* In memory of Ken and Abby MacPherson

** In memory of Kathy Eldridge

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- 1) Treasurer send 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

mail to :

Roberta Stephens, Treasurer
304 Golfview Rd PH8
North Palm Beach, FL 33408

Palm Beach Sail & Power Squadron

December 2021 Happening

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
28	29	30	1	2 1130 Lunch Bunch at Draft House 1900 AP Class at HQ	3	4 New Moon
5	6 1730 Mischief Monday - Coola Bar 1900 Boat Handling at HQ	7 1900 Palm Beach Sail & Power Squadron Board of Directors Meeting	8 1900 New Member Orientation - HQ	9 1130 Lunch Bunch at Draft House 1900 AP Class at HQ	10 1st Qtr Moon	11
12	13 1730 Mischief Monday - Juno Fish House 1900 Boat Handling at HQ	14 1800 Palm Beach Sail & Power Squadron - General Membership Meeting	15	16 1130 Lunch Bunch at Draft House 1900 AP Class at HQ	17	18 Full Moon
19	20 1730 Mischief Monday - Kee Grill 1900 Boat Handling at HQ	21	22	23 1130 Lunch Bunch at Draft House 1900 AP Class at HQ	24 CHRISTMAS EVE	25 CHRISTMAS
26 Last Qtr Moon	27 1730 Mischief Monday - HC WOK 1900 Boat Handling at HQ	28	29	30	31 NEW YEARS EVE	1 NEW YEARS DAY

Notes of Significance

(from here & there about this & that)
by: Editor, Afterdeck News

The Commanders' Ball is coming up on Tuesday 11 January 2022. With the Theme of Margaritaville and Live Music you will not want to miss this event; please return the R.S.V.P. card in the envelope provided with Name(s) & Choice of Chow; that is if the Abacoa Golf Club serves chow.

WEATHER Course is getting underway on Thursday 6 January 2022 at our Palm Beach Sail & Power Squadron HQ. The instructor is our SEO, Lt/C Art Dodd, SN. To register contact Art. The fee is \$70 for members, \$140 for non-members, or \$135 for two members from the same dwelling sharing the course material.

Sail Course is scheduled to get underway in February 2022 at our Palm Beach Sail & Power Squadron HQ.

On-Water-Training was utilized thrice during our ongoing Advanced Piloting course. For our third water trip, Connor Peters' Jupiter 31 *M/V Floridays* took the students and instructor to sea on the Loxahatchee River and demonstrated the use (and value) of installed RADAR. For this Squadron our thanks to Captain Connor.

Belize Catamaran Charter in April 2022 - > a group from our Palm Beach Sail & Power Squadron led by Captain Stephan O'Brien had chartered and paid for a catamaran trip to the British Virgin Islands. Golly that trip was for a year back April in 2000.

Ron - An Unforgettable Character

By Jim Bloom

In life we often meet people who leave a lasting impression and sometimes have a large impact on our lives. One of those people was my friend Ron. I met him sometime in 1975, shortly before his 50th birthday.

Ron lived across the street from me and one day invited me and my lady friend to go sailing on Long Island Sound with him. He had a 35' Bristol sloop, *Jan B*, named after his wife, Janet. That day was so blowy that, even with a deep reef, we put a rail under, took water into the cockpit and a bucket full into my friend's lap. Surprisingly, she loved it! We never made it out of Manhasset Bay to the Sound. However, the die had been cast. I would be invited again and again. Even though I had only sailed a canoe and on a cousin's 20' plywood sloop before then, I knew that I truly loved sailing and was hooked.

I learned that Ron was having a Vagabond 47 ketch, *Dream Aweigh*, built in Taiwan to his specifications. A sistership was also being built for another friend of his. They outfitted their boats together buying U.S. made equipment, such as commercial auto pilots, electronics, and refrigeration, etc. and shipped it all in a small container to Taiwan to be installed. In fact, they established a "marine supply" business so they could buy it all at wholesale prices with no sales tax directly from the manufacturers.

I have to point out that Ron looked for all kinds of bargains and would "squeeze the buffalo so tight it pooped." (old expression when Indian Head nickels with a buffalo on the back were in use).

I learned that Ron was having a Vagabond 47 ketch, *Dream Aweigh*, built in Taiwan to his specifications. A sistership was also being built for another friend of his. They outfitted their boats together buying U.S. made equipment, such as commercial auto pilots, electronics, and refrigeration, etc. and shipped it all in a small container to Taiwan to be installed. In fact, they established a "marine supply" business so they could buy it all at wholesale prices with no sales tax, directly from the manufacturers.

He had the boat shipped to New York where it was put over the side and he took delivery. Ron motored it up the East River to his slip in Manhasset Bay where he would install the aluminum masts, electronics and deck hardware. Ron, who retired from business shortly after he turned 50, was an electrical engineer by education through the US Navy at MIT, but not professionally. He was technically and mechanically equipped to do all the work by himself, or with a minimum of outside help and he did a great job of it.

One day I visited him as he was doing some installation work in his slip, not an uncommon event. He was now getting close to the end of his project. "Where's your life raft"? I asked.

"Do you know how much they cost"? "Yeah," I said, "about \$2000. My life is certainly worth \$2000." End

of conversation. (Think back to that buffalo.) On my next trip to check on his progress, there was a nice bright fiberglass inflatable life raft case newly installed on his cabin top. In fact, he even sprang for hydrostatic automatic release equipment. That made me feel good, especially when I cruised with him in the Florida Keys and the Caribbean.

Part of Ron's provisioning involved buying military grade dried foods that would keep indefinitely. These he packed in waterproof plastic bags, placed in duffle bags that he pulled up to the hull beneath the cabin sole on a pulley system he had rigged.

He also learned how to bake bread, work with plastics, use a sewing machine as well as learning other skills that would make them self-sufficient, including celestial navigation through the **Power Squadron**. Remember, this was long before GPS was available.

As he got close to being finished, they sold their large home and everything in it, except her piano. No, it didn't go on board, she loaned it out for safe keeping. They moved aboard, left New York and sailed south. Their first foreign stop was the Bahamas. That said, I was often invited to sail with them for a week or so at a time. First trip was to the Florida Keys. Then a year later in 1979, I was able to clear my schedule for two weeks and met them in Trinidad for Carnival. Carnival alone was worth the trip; quite an experience.

We left Port of Spain at midnight and used his radar to secure our position to and through the Dragon's Throat between Trinidad and Venezuela. Grenada, the next island north, was our destination.

This was my first taste of blue water sailing. We sat in the center of this beautiful blue circle with a six-mile radius. For me there were a lot of firsts:

- ***The first time in my life, when on the Earth's surface, I could see no land!***
- ***My first night watch at sea as everyone slept below.***
- ***My first sunrise at sea.***
- ***My first island landfall; watching Grenada getting ever closer was very exciting.***

As guest/crew I learned a lot of practical things from Ron on these sort of semi-annual trips. I learned a lot of practical things about ocean sailing, provisioning, maintenance, and got to practice charting and plotting courses. This was practical practice for what I was learning from the **Power Squadron**.

We spent nearly a week on Grenada anchored in Prickly Pear and Hartman Bays and explored that area by dinghy. We also took local bus transportation into St. George's and across the mountains to St. David on the windward coast. The island was breathtaking. About eleven years later, I returned on my own boat. That Vagabond 47 that was built along side Ron's boat eventually came up for sale and became my boat, *Michaya III*.

There were more weeklong trips on *Dream*

Aweigh, and what I realized was that on a seven-day trip one did not have to travel for eight hours every day to enjoy the islands. On the contrary, one had to travel only a few hours. Sailing is not the goal, seeing the islands is.

On a February trip with Ron and Jan, we sailed from Guadeloupe up to Antigua; now my favorite Caribbean Island. We anchored in English Harbour for a couple of nights. The first day we went into Tumble Down Dick's restaurant and bar at the Galleon Beach Club for lunch. While there we were approached by a nice young man who was selling time shares at Galleon Beach. The next day while Ron and I were changing a couple of shrouds, the ladies (to entertain themselves) met that young man to learn about time shares. Two days later, I owned a four-week time share over Christmas and New Years at Galleon Beach. It turned out to be a wonderful experience for eleven years, even if not a good investment.

However, this story is about Ron, and his dream, not me. Ron never made his circumnavigation, but he did enjoy the Caribbean. As happens with most "live-aboards," the novelty wears off. Ron and Jan started to put their boat on the hard and came back to Long Island for a couple of months in the summer.

The first year and part of the second, they stayed with friends, including us, for a week or so; usually the "or so." Eventually, they found a one-bedroom rental and started to spend three or four months at a time and go back to the boat for the balance of the time. Later they would upgrade to a two bedroom condo into which her piano would fit.

He did bring his boat back to New York one year; I don't remember the reason. His plan was to sail from New York to Bermuda in the fall and after the hurricane season, which were mild in the early 80s, sail south to Antigua.

Ron had a plan. He advertised in nautical publications that for a certain fee one could crew and learn celestial navigation on the voyage between Bermuda and Antigua and thus he would have crew and his expenses covered. As a matter of fact, he got five people to sign up. Really. (Remember that buffalo.) His planned departure date from Bermuda was mid-December. Everyone could be home by Christmas. As the departure date got closer, his crew/students, started to leave the ship. Apparently, he didn't require a deposit, or not a big enough one to make them think twice.

USPS to the rescue! I suggested to him that they come to the **squadron holiday party** with us and that we might be able to find him crew. I was already busy, and as much as I'd liked to have gone with him, I couldn't. Well, we found him two to crew! One was a pediatrician who was just turning 50 and his wife encouraged him to take the opportunity. The other was a criminal defense lawyer and the most fantastic man anyone would want to meet. They both would pay their own air fare all Ron had to do was feed them. He still needed one more. I was able to get him a friend's son in his late teens; an able-bodied seaman with a lot of sailing experience.

Ron was not happy about that. Not that he didn't

need the crew but now HE had to pay the young man's air fare to Bermuda and back from Antigua and expenses. (buffalo) There's a saying, "Man plans, and God laughs." EPILOGUE: "Attitude: the difference between an ordeal and adventure." The doctor had an ordeal; the lawyer and teenager adventures. The doctor and the lawyer each gave a presentation of their trip(s) to the **Squadron**. They sounded as if they were on two different voyages.

Ron and Jan continued to sail seasonally in the Caribbean. When I bought the sistership, we often sailed in company. I could always count on him to help solve any equipment problem that might come up since he had specified the same equipment for both boats. Eventually, they sold the boat, bought a condo in Sarasota overlooking the ICW and moved out of New York.

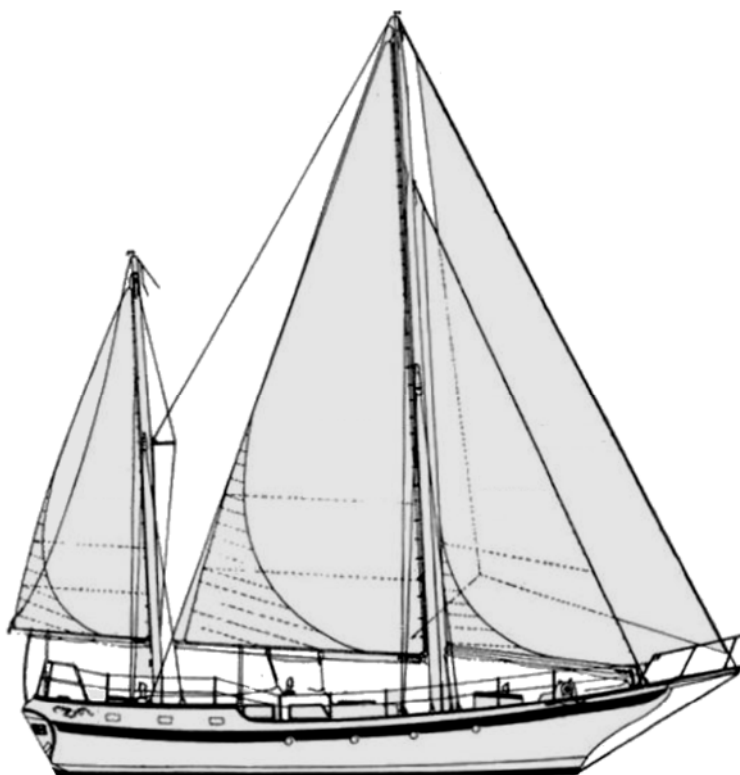
My life really took an unforeseen turn after meeting Ron, who introduced me to the **Power Squadron**. He taught me a lot while sailing together and I have tried to pass on as much of that information as possible.

/)

Editor's Note on Jim's work

My only edits were to highlight any and (I hope all) mention of the Squadron for its Educational benefits. Plus I did highlight 3 paragraphs where I felt it appropriate. The 1st paragraph 3rd line, we felt "our" was a better choice than "your."

Sure wish that I could write as well as Jim Bloom. While he had his Ron, I had a Don for a mentor. Perhaps I'll try to give Don the same kind of credit as Jim gave to Ron in a future story for **Afterdeck News**.



Steve has now booked that charter for Belize as they are much less restrictive with respect to travel. This writer has been there. It is a great place to sail, has great snorkel spots, wind favorable east winds making sail both north & south along the coast easy.

The bottom line to this message is that there are 2 berths open should anyone like to join with us on this venture. So far 3 live folks have asked to fill the 2 spots. Therefore we are seeking a 2nd vessel should there be sufficient interest. Please contact us if you are interested and watch this Afterdeck News for updates next month.

For those who prefer to be cruised rather than learn to sail a Catamaran for themselves, the ENSIGN sez, "Still Room! Sail With Us in February 2022"

The beautiful Holland America Rotterdam will depart from Fort Lauderdale and sail to Grand Turk, San Juan, St. Thomas, and Half Moon Cay from Feb. 27 through March 6. For additional details, please email me or call 727-403-0406. Email: Dawn Eckhart | Read more: https://www.usps.org/images/Exec/Nat_Meetings/2021VAM/2022_ABC_cruise-Have_it_All.docx.pdf

Learn the Modern Tools to Access Weather Forecasts

Today's professional forecasts are better than ever thanks to improved supercomputers, satellites, and communications. If you took the America's Boating Club Weather course before Weather 2021 was released last summer, the course would not yet have included these improvements. America's Boating Club's newest seminar, Modern Weather Forecasting, will bring you up to date on the new forecasting tools. It will explain the advances and teach you how to access and interpret forecasts. Modern Weather Forecasting will be available online starting Dec. 2. Email: Eileen Rickard; More: <https://uspsonline.lmscheckout.com/Course/view/modern-weather-forecasting---seminar-1>

This December issue of Afterdeck News is my last as your editor. It brings to an end a 2 year tour of duty. A few of my thoughts/comments at this juncture:

- ♦ I took over from Laura Zavalia who after her 2 year tour as editor relieved Bill Eldridge.
 - ♦ Neither she or I did as great a job with appearance as did Bill but we both tried.
 - ♦ Laura is to be credited with teaching me the ropes of Microsoft Publisher. Now I am willing and ready to pass on this info to my replacement or anyone else who would like to learn. This can be accomplished either live or virtual utilizing GoToMeeting.
- ♦ During my tour I:
 - ♦ Replaced the 12 hour time format with the 24 hour type (either military or civilian) as the 24 hour format is standard among those to fly aircraft or go to sea for their logs, data, and navigation.
 - ♦ Used both the A-size (8.5" x 11") & the B-size (11" x 17") formats. The A-size was successful and uses slightly less paper and ink. It was found to be of no great cost difference.
 - ♦ Now use small (9" x 6") envelopes for delivery as this means less detailed folding and taping with the result of more successful delivery as our deteriorating Postal Service destroys less copies.

I'll now sign-off with a wish for all of us to have a very

Merry Christmas
Happy Hanukkah

and a prayer that we all learn how to get on with each other in the New Year.



Christmas / Holiday Party

Membership General Meeting

14 December 2021

353 S US Highway 1, Bldg. R, Jupiter, FL 33458



There will be a gift exchange. (\$25 range) Please bring one gift per person and mark it male, female or either. This is a FUN event.



Salad: Ceasar

Dinner Entrees – choice of one:

- Chicken Franchise-egg battered chicken breast, sautéed in white wine lemon butter Sauce
- Atlantic Salmon- broiled to perfection
- Prime Rib- Ssiced and topped with homemade au jus



All entrees served with mixed vegetables and Red Bliss Potatoes

Includes Homemade Roll, Butter, Coffee, Hot Tea, Iced Tea, and Sodas

Dessert- Choice of Fruit or Chocolate Cake

6:00pm Cocktails

7:00pm Dinner

8:00pm General Meeting

RSVP to Arlene Widmayer no later than Thursday the 9th of December.

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Merry Christmas
Happy Hanukkah

