



AFTERDECK NEWS

Palm Beach Sail & Power Squadron

AMERICA'S BOATING CLUB

(561) 594-8220

PB-sps.org



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SPECIAL EDITION



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Mutterings & Musings

(from here & there about this & that)

by: Editor, Afterdeck News

The following are items noticed in over 90 years of watching such things:

SPECIAL EDITION?

What the heck is so special about this issue of your After-deck News?

Well Listen Up & I will tell you! It's main features are two pieces about what the United States Power Squadron is (or was) all about:

- 1) Palm Beach Sail & Power Squadron members, Pat & Robin, with the help of Bill & Chris tell of their sailing adventure in the waters of Belize on a Sunsail Leopard Catamaran
- 2) Read another great sea tale about a real Admiral that Jim & Judy Bloom met while cruising the Caribbean Sea

Subsolar stuff

What the heck is that? Perhaps a submarine so deep that it cannot see the sun through its open sunroof. How absurd?

Definition: a point on the surface of the earth that is situated under the sun: having the sun in the zenith - specifically: any location in the tropics can be (or very close to) Subsolar twice each year

In Sub-Tropic PBC, we will never be directly subsolar but we can be close. Living on Jupiter on the 4th floor of a condo, I was taken by the lack of shadows at LAN* on the day of the summer solstice.

Please check it out for yourselves any LAN from 18 June to 24 June; the best date is the 31st of that month.

Full Moon stuff

Did you ever notice that the FULL MOON in the summertime follows the path across our heavens that our sun follows in the winter time?

Please take a look around the 14th of June; you will see the FULL MOON rise in the SE, cross our meridian low in the sky, and set to our SW. This is the same track our SUN will follow in our winter.

Afterdeck News comment

- I have strong feelings that we should publish an issue of our Afterdeck News every month including the summer month or in simpler terms, 12 times per year.

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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

SAILING BELIZE

By Pat Naulty & Robin Fogel

with assistance from Bill Joyce and Chris Borovsky

What a “get away”! Four members of the Palm Beach Power Squadron plus one, participated in a week of sailing the Caribbean in Belize on a Sunsail 404 Leopard catamaran. The idea for the charter was hatched on Ken Peters’ *Callisto*, the original plan was for 7 of us to sail in Grenada in April 2020 but with resulting Covid delays, plans changed and, in the end, only four of us from the original group made the trip. Our captain was Bill Joyce, a new squadron member who had to submit a resume to the country of Belize and Sunsail showing his ASA 114 training and catamaran certification as well as his lifelong boating education, training, and experience. Chris Borovsky was the first mate; he is a lifelong sailor and a real-life marine surveyor. Chris’ wife, Robin Fogel collaborated with navigation and also led the shopping and cooking activities. Pat Naulty, also a lifelong boater and Liesel Borovsky, Chris’ niece was general crew helping with all the activities from anchoring to daily maintenance.

The Cruise

Saturday: we were authorized to leave the dock the next morning even though small craft warnings were in effect. Because the winds were coming from the north, we considered going south but the staff encouraged us to follow the standard route against our better judgement. That first day we were powering, and it was OK until we rounded the point (see map below) and started to take it on the nose. Our boat was rolling and after what seemed to be hours, we headed for the nearest safe harbor, Lark Caye which was fully protected from the north and had enough water depth all around us. Captain Bill did decide to set two anchors and we marked our position on the chart plotter. We were served dinner by locals who delivered by boat delicious snapper. The final excitement of the day happened when our captain noticed that we were drifting. No harm no foul! We reset our anchor and made it through the night.

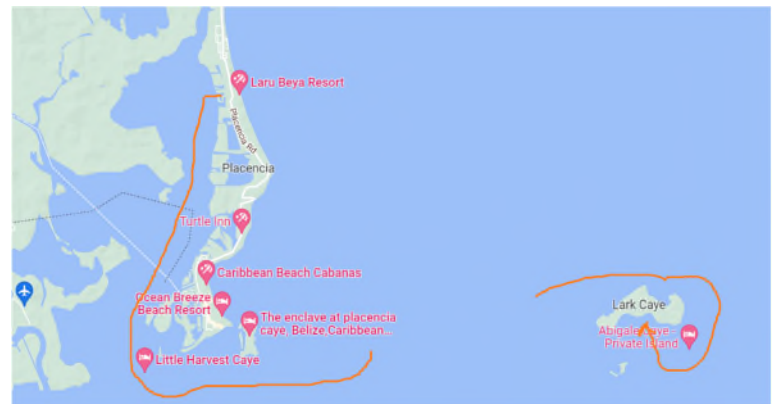
Sunday: Sunday was nicer. The winds were still out of the north but much lighter and we continued under power to travel north easily arriving at our planned destination, Hideaway Caye (see map below) where we availed ourselves of a mooring. Now it was time to explore! Bill a free diver and a certified scuba diver got us into the water to test out our snorkel equipment, one of us even saw a yellow stingray. Hideaway Caye has a tiny resort and restaurant and that’s where we dined that evening. We had a dinner of freshly caught conch accompanied by the most delicious rum punch cocktails. Aside from the food,

we were all fascinated to hear about the life of the couple and their talented seven-year-old home-schooled daughter who built and maintained the facility. They mostly lived on that island rarely going to the mainland. Talk about the potential for rock fever! But all three seemed content.

Monday: The wind was shifting to the east, but we decided that having lost time already we would start heading south towards one of the marine reserves known for great snorkeling. In the end though, we opted for a safer anchorage and headed to a private island called Rendezvous Cay.

What was especially nice about Rendezvous was the snorkeling and although much of the reef in this area had been damaged by hurricanes, there were beautiful patches where we saw staghorn and sea fan coral, all sorts of fish, sea urchins, starfish, conch and turtles. Back to the boat we dined on house made pasta and chicken meatballs.

Tuesday: With the wind still from the east, we continued to sail, heading for Wippari Caye. Our plan was to follow the rhumb line on the provided handwritten chart but the path wasn’t in our chart plotter so what should have been a short trip, took much of the day. Interestingly, we navigated by sight as much as by chart, noticing when the color of the water changed from being bluer to more brown indicating that depths were shallower, and we were closer to a reef. In the end, we took the long way around by what is called Bakers Rendezvous and Crawl Caye (see map) to travel to an island that was practically next door. We anchored by mid-afternoon.



Wednesday: •Our last full day before returning to base started early, first to Long Coco Cay (see above map) for a quick snorkel and then to Monkey River for a tour. That was a lot to do and it was a close call but we made it on time and were met by a local young man who took us in his Panga. First to the village where we paid his Mom and then

up the river. The tour was interesting even if the visitors from the last cruise ship had chased away all the monkeys but what was even more interesting was to hear stories of life in a remote village that even now can only be reached by miles of dirt road. We also met a cruising couple who were spending months in the Caribbean, living the dream. That night, we made dinner and feasted on fried chicken, vegies, and beer

Thursday: We returned to base.

Overall Impressions:

We all learned something, and more i.e., anchoring with 200 feet of chain, grabbing a mooring ball, trimming the sails, using clutches, reading the instrument panel, using the electric panel, and accessories and more.

The various weather conditions took a lot of piloting, plotting with paper charts, learning to use the laptop with Avionics software, and VHF radio use, allowing us to practice our navigational, communication and charting skills.

GUYS, it was our 39' x 22' catamaran 360 degrees, truly a team effort. Bill had to maneuver es in a small radius marina to refill the diesel. He did a terrific one-time effort move.

The whole experience was wonderful. Chris and Robin own a sailboat, and both have and are continually taking classes and always learning. But sailing a catamaran is really different from a mono-hull and Chris was able to gain new skills and experience.

All of us had to be on the ball to anticipate what the captain might want and need, and we learned a lot. We even shared the helm. We would like to do another trip in the future. We all five got along very well.

Finally, no one should be sailing or cruising without the knowledge, training, and experience that the Power Squadron offers and that's especially true in Belize.

First, the aids to navigation that we are used to were not available in the area where we sailed and it was windy!

While the sailing conditions were perfect, mostly, they were typically 15 to 20 knots and a few times especially on our first day, it was much windi-



er.

We feel fortunate that we made the effort to take courses from Power Squadron and that we can utilize them in all of our boating experiences.

/)

Mutterings & Musings (continued) Bill & Chris - An Earlier Adventure Cruise

The April 2022 Belize Sail with Captain Bill & First Mate Chris featured in this Special Edition of the Afterdeck News is the second time Bill and Chris have cruised together.

Some years back Chris found an advertisement for a crew from a Cruise Company out of Sicily.

They offered:

- ◆ "Cruise Like the Romans of Old" voyage for a very low price that includes first class air fare to Genoa, Italy
- ◆ lodging prior to the trip
- ◆ a pre-voyage party the evening prior to departure.
- ◆ The itinerary began in Genoa, the historic village of Italian ship building.
- ◆ From there they would travel to Corsica
- ◆ onto Naples, where they would be offered a view of Mount Vesuvius, the volcano that destroyed Pompeii
- ◆ Then south to round the boot of Italy via the Strait of Messina
- ◆ The voyage then will lead your vessel eastward to pass close to port the heel of Ital
- ◆ Thence NNW into the Adriatic Sea
- ◆ visit Bari just south of the high heel spur of Italy.
- ◆ Returning to sea, the next to last port-of-call would be a day layover in Ancona
- ◆ just prior to a night dash to Venice where your glorious voyage will terminate

With the voyage all-inclusive cost of slightly more than a first class ticket to Italy, our intrepid two young lads eagerly signed on, submitted their sea experience, and paid the low fee. They both found their previous experience to be highly acceptable.

[Continued on page 10](#)



The Admiral

By Jim Bloom, SN

Meeting people cruising is easy! In any anchorage where cruisers gather, anywhere in the world, it's simple. There's really no protocol, no one must introduce or invite you.

That's true! All you must do is get your anchor set, take your dinghy to a nearby boat and introduce yourself. "Hi, I'm Sinbad and we just got into the anchorage. We see from your ensign you're from (pick a country) where was your last stop? We're from Florida." That gets the ball rolling.

Usually, cruisers are not sailing in groups they are alone and look forward to meeting new people. We have some life-long friends we met that way. At one anchorage a group was having sundowners on one of the boats with half a dozen dinghies hanging off the stern.

The entertainment was watching a single hander sail in and anchor his boat that was flying a UK ensign. They watched him launch his dinghy and start to row. Once away from his boat he started rowing directly towards them, looking around periodically to make sure he was on course. They looked at each other quizzically as they watched him approach. When he reached the dinghies, he pushed his way through and looked up. "Oh, I thought this was the dinghy dock," he said with a grin. They all had a laugh, and he was invited aboard; he brought his own gin!

Then there was the time we were anchored in English Harbour, Antigua. Judy, the early riser, was up and had taken the dinghy into the bakery at Nelson's Dockyard for hot fresh sweet rolls. On her way back to the boat, she noticed a blue 49-foot, steel ketch, *Leviathan*, that hadn't been there the night before. Coming into small harbors at night is rare, especially in crowded anchorages. *Leviathan* was flying the yellow "Q" (quarantine) flag, indicating the boat had not yet cleared customs/immigration. The surprising thing was that *Leviathan* was flying an Israeli ensign, the first one we had ever

seen in the Caribbean.

Curiosity got the best of her. She pulled the dinghy alongside and knocked on the hull. Out of the cabin popped a bare-chested gnome in shorts. He told Judy he was waiting for the customs agent to come out to clear them in, as it mistakenly said in the guidebooks.

She told him the book was fiction, he had to take his papers ashore.

Judy welcomed him to English Harbour and asked him what his last port of call was, expecting him to say Guadeloupe, just to the south or St. Maarten to the north 50 and 70 miles away respectively. "Gibraltar, twenty-one days ago," he told her!

"In that case here's your breakfast," Judy said, handing him her bag of sweet rolls. With that she was invited aboard for coffee to go with the sweet rolls.

Introductions now in order; Judy introduced herself and identified her boat; Yomi introduced himself and his wife, Raquel. That was the start of a beautiful friendship.

We all know, every boat has a captain. And, if you are a guy, sailing with your wife, we also know that every cruising boat has an admiral. (That's true guys, admit it!)

Several days after *Leviathan's* arrival, two more Israeli boats arrived in English Harbour, all traveling independently of the others, a real rarity. Through them we learned that *Leviathan* did indeed have an admiral aboard. Admiral Yomi Barkai, had been the head of the Israeli navy and was a hero of the Yom Kippur war.

Yomi never told us any of this and reluctantly confirmed it when we asked him. Later he proudly showed us his picture album with one shot of him reviewing the troops at Annapolis on an official visit. It was only later that we learned the complete story of Yomi's exploits. Exploits that he never shared with us.

I mentioned his name to an acquaintance in New York who recommended the book, *The Boats of Cherbourg*. *



Watching the Barkais anchor was an event! Their method of anchoring is known as the "destroyer anchoring" method. Raquel would be on the bow at the windlass, Yomi at the helm. Having already selected his anchor-

ing spot, he would approach the spot down wind, either under sail or power!

When close to the spot, Yomi would shout, Raquel would release the anchor and start putting up fingers to let Yomi know how much chain was out, he'd yell again, and she'd lock the windlass. The boat continued forward quickly; the chain would straighten out the anchor set itself and jerk the boat around to face into the wind so the sail could luff and be doused

at leisure. Unless you have a steel hull, as did *Leviathan*, the destroyer anchoring method is NOT recommended.

The first-time aboard *Leviathan* was also an adventure. Attached to the push pit next to the helmsman's seat was

an interesting contraption. It was a reel, a reel made of converted roller furling spool. It had been modified by adding a handle on the outside of the spool and include a mechanism for mounting it horizontally on the push pit.

The spool/reel was loaded with clothes-line attached to about twenty feet of one-hundred pound-test leader and a piece of rubber tubing with a hook. It was obvious it was for fishing. "I'm not interested in sport. I want the food," Yomi said.

At that point Raquel chimes in to say that

she had to tell Yomi to "stop catching fish, already. The freezer is full of Mahi"!

Aft of the sail locker in the bow, he had a wonderful workshop that any of us would be grateful to have in our garage. Yomi had designed the boat and had it built to his specifications. He knew every system and was able to modify or fix anything.

Other than the workshop, the interior resembled that of any of the boats we were used to seeing, until we got to the head! Have you ever seen a 49-foot sailboat with a bathtub? Neither had we, until then. It was right in the center of a huge head. "Jim, I use less water taking a bath than you do taking a navy shower." It was true.

His bathtub was plumbed into the engine's coolant system above the exhaust outlet. He ran his engine and diverted some of the hot salt water into the tub. He could use as much water as the tub could hold, unlike those of us with limited water supplies. "When I'm done bathing, I shower rinse with a little fresh water, and I'm done."

Yomi's itinerary included coming north to the US before heading east to Europe. He even agreed to bring up one of my sails that needed repair. That never happened.

In route to the US, he stopped in St. Maarten. While there, in addition to making a lot of new friends in the Israeli community there, he was offered a job. He said the offer was too good to refuse. His new job was running a tour boat in Simpson Bay Lagoon, from the Dutch side to the French side and back. His patrons were all from the cruise ships making a port-of-call in Phillipsburg.

These tours were presold on the ships; Raquel would take a chartered bus to the port everyday cruise day and bring the customers to the boat. The boat was a large covered double deck pontoon boat. Included in the price was lunch, a hamburger or hot dog and soft drink. Passengers also had the option to eat in Marigot on the French side.

Before disembarking his passengers in Marigot, 3 Yomi would remind them that



the boat was leaving promptly at 1:30, and that they should take their cameras with them so if they arrived at 1:31 they could take pictures of them leaving. He also told them that should that happen, they could get any taxi driver to get them back to the ship and how much it would cost them.

On the way back to their starting point was a one hour stop at a charming little island with a great swimming beach. Yomi narrated the entire trip telling stories about the island and the people living along the shore. I think he made a lot of it up.

We were anchored along his route back to the dock and every day he gave the same spiel. When he passed our boat, it was where he was talking about the wonderful climate, temperature range and about having to work here, "it's a tough job, but someone has to do it."

He told me that he has never had so much fun in his life as running this little tour boat. He also added that he never made so much money in his life; a salary, an apartment, free docking for *Leviathan*, tips, audio tape sales of the Caribbean music he played on the boat during the trip. He and Raquel made the tapes every night and sold them for \$10.00 each.

Raquel also knitted bikini bathing suits that they sold. In addition, she also supplied Mahogany, a store on Isles de Saintes, Guadeloupe with white Bikinis, the store owner wanted to dye them him-

self.

There are more stories about Yomi and Raquel, but space is limited here. When Judy and I visited Israel, we spent time with Raquel; at the time, Yomi was suffering from cancer and didn't want to see anyone.

Shortly thereafter he took his own life. A sad ending for one who survived the holocaust in Europe as a child and who was so full of life and seemed to enjoy every minute of it. FYI, I did get my sail back in St. Maarten!

*Suggested reading: *The Boats of Cherbourg, The Secret Israeli Operation That Revolutionized Naval Warfare*, Abraham Rabinovich, 1988. (Available on Kindle, reads like an exciting novel.) Suggested Google search, "Yomi Barkai." There will be a quiz next month.

/)

© Jim Bloom 2022

Editor's Note:

Thank you Jim on yet another great story of Judy's & your Cruising life.

Yes, I bought the book, *The Boats of Cherbourg* after your suggestion though I have not finished it, I did read the first of the three parts. When this edition of the After-deck News is put-to-bed, I will finish the book!



Callisto's TT&T The Bottom-Line



From the words of Robin & Pat:

- I. Finally, no one should be sailing or cruising without the knowledge, training, and experience that the Power Squadron offers and that's especially true in Belize.
- II. We feel fortunate that we made the effort to take courses from Power Squadron and that we can utilize them in all of our boating experiences.

What do they tell you? They tell me that a bareboat charter course is perhaps the ultimate On-Water-Training.

**So, who would like to go
cruising to:**

1. The BVI's or the USVI's
2. Dry Tortugas
3. Both

The flight to Genoa was on time, the 2-day tour of the Genoa shipyards enlightening, and the pre-voyage party amazing with delightful Italian foods, plus the open bar. They were treated like royally.

However, too much of a good thing as they both passed out. Then... .

{BOOM!} {BOOM!} {BOOM!} {BOOM!}

They were rudely awakened by the **{BOOM!}** beat of a large drum.

They found themselves shackled **{BOOM!}** 4 abreast to large oars. Our two intrepid crewmen began **{BOOM!}** their voyage as galley slaves but **{BOOM!}** true to their manhood they endured, supported **{BOOM!}** each other, and certainly grew **{BOOM!}** in their abilities to row. **{BOOM!}**

Finally, they were released. The only time of disagreement came as they were about to leave the ship, when Chris asked of Bill,

"Do you think I should tip the drummer?"

Editor's Note:

Now for the many old folks whom I no longer hate, I feel it necessary to state that the foregoing piece was fiction and should be considered a joke. OK?

That said, I would be pleased to be a



Galley Slave in the vessel that Bill, Chris, Robin & Pat chartered in Belize recently.

Originally this voyage was scheduled for an April 2020 charter in Granada with Steve O'Brian and myself as part of the crew. The

CCP Virus caused that charter to be not possible at the time so Belize was the alternative choice.

Callisto was scheduled to return to Dry Tortugas this spring. She needed a time on the hard for bottom painting. Her last time on the hard was in January 2020. That made this maintenance period necessary.

Now she is ready to make the Kew West & Fort Jefferson voyage and has issued a Call for Crew.



Callisto is looking for:

- Crew members:
 - Experienced sailors
 - Little experience boaters
 - No experience Guests
- *Callisto* is looking for:
- All or part of voyage from Jupiter/NPB to Dry Tortugas and return
 - Complete voyage
 - Jupiter to Ft Lauderdale
 - Ft Lauderdale to No Name harbor, Key Biscayne
 - Thence to Marathon
 - Key West
 - Dry Tortugas (Ft Jefferson National Park)
 - Key West
 - Marathon
 - No Name Harbor
 - Jupiter

Sign aboard now or your name will be Mud, that's Dr Sam Mudd

Muterings & Musings carried over from pg 2

- Then why don't we just do it? Because we do NOT get help!

Thank you!

PS: LAN = Local Apparent Noon

Coming Attractions

JUNE 2022

Mischief Monday 13 JUN, MON 17:30 - 19:30

Full Moon 07:52 14 JUN, TUE PB-sps

**General Member Mtg 14 JUN, TUE
19:00 - 21:30**

Lunch Bunch, 16 JUN, THU 11:30 - 13:30

Juneteenth 19 JUN, SUN PB-sps

Juneteenth (substitute) 20 JUN, MON PB-sps

Last quarter 23:11 20 JUN, MON PB-sps

Mischief Monday 20 JUN, MON 17:30 - 19:30

Lunch Bunch, 23 JUN, THU 11:30 - 13:30

Mischief Monday 27 JUN, MON 17:30 - 19:30

New Moon 22:52 28 JUN, TUE PB-sps

Lunch Bunch, 30 JUN, THU 11:30 - 13:30

JULY 2022

Independence Day 4 JUL, MON PB-sps

Mischief Monday 4 JUL, MON 17:30 - 19:30

PBSPS-BoD Mtg 5 JUL, TUE 19:00 - 20:00

Lunch Bunch, JUL, TUE 19:00 - 20:00 PBSPS
-BoD Mtg

First quarter 22:14 6 JUL, WED PB-sps

SQUADRON BOOSTERS			
	Most Recent		Cumulative
Robert Flucke	\$ 200	Mar '21	\$ 1,000
Ray Rutkowski	\$ 200	Apr '21	\$ 800
Stephen Livoditis	\$ 400	Jun '21	\$ 400
Barbara Roemmele	\$ 100	Nov '21	\$ 1,600
Calvin Cearley	\$ 250	Nov '21	\$ 2,669
Ken Peters	\$ 102	Dec '21	\$ 552
Nancy Sweeney	\$ 100	Ded '21	\$ 1,600
Myra Hoffstein	\$ 100	Dec '21	\$ 2,800
Andras Andras	\$ 124	Mar '22	\$ 169
Joe Tringali	\$ 360	Mar '22	\$ 360
Mary & Art Dodd	\$ 500	Apr '22	\$ 500
Bill Eldridge	\$ 100	May '22	\$ 2,900
Lee Popham	\$ 65	May '22	\$ 65
Arlene Widmayer	\$ 90	May '22	\$ 6,888
Darryl Aubrey	\$ 100	Jun '22	\$ 2,000

Lunch Bunch, 7 JUL, THU 11:30 - 13:30

Mischief Monday 11 JUL, MON 17:30 - 19:30

**General Member Mtg 14 JUN, TUE
19:00 - 21:30**

Full Moon 14:37 13 JUL, WED PB-sps

Lunch Bunch, 14 JUL, THU 11:30 - 13:30

Mischief Monday 18 JUL, MON 17:30 - 19:30

Last quarter 10:18 20 JUL, WED PB-sps

Lunch Bunch, 21 JUL, THU 11:30 - 13:30

Mischief Monday 25 JUL, MON 17:30 - 19:30

New Moon 13:55 28 JUL, THU PB-sps

Lunch Bunch, 28 JUL, THU 11:30 - 13:30

AUGUST 2022

Mischief Monday 1 AUG, MON 17:30 - 19:30

Lunch Bunch, AUG, TUE 19:00 - 20:00 PBSPS
-BoD Mtg

Lunch Bunch, 4 AUG, THU 11:30 - 13:30

Moon AUG, FRI PB-sps First quarter 07:06

Mischief Monday 8 AUG, MON 17:30 - 19:30

General Member Mtg 14 JUN, TUE 19:00 - 21:30

Full Moon 21:36 11 AUG, THU PB-sps

Moon AUG, THU PB-sps Full Moon 21:36

Lunch Bunch, 11 AUG, THU 11:30 - 13:30

Mischief Monday 15 AUG, MON 17:30 - 19:30

Lunch Bunch, 18 AUG, THU 11:30 - 13:30

Moon AUG, FRI PB-sps Last quarter 00:36

Mischief Monday 22 AUG, MON 17:30 - 19:30

Lunch Bunch, 25 AUG, THU 11:30 - 13:30



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AFTERDECK NEWS

Palm Beach Sail & Power Squadron

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General Membership Meeting

Tuesday 14 June 2022 at 1800 Hours



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SPECIAL On-Water-Training EDITION
Caribbean {past}, Belize {present}, & Dry Tortugas {future}