



Afterdeck

NEWS



of the PALM BEACH SAIL & POWER SQUADRON, INC.®

Volume 61
No. 8

Located at LATITUDE 26° 47.8' N and LONGITUDE 80° 04.9' W
a unit of the United States Power Squadrons® • District 8

October
2005

3-Sided Symbolism



Lt Michael D. Galvin, JN teaches the ABC class about our squadron burgee (Photo by Lt. James Tedesco, P).

Nearly all squadrons of USPS, have burgees for identification. Universally, these are triangular pennants. They are simple and bold so as to be distinguishable at a distance and the design should read correctly on both sides.

Squadron burgees are flown from the bow staff of powerboats and from the foremost masthead of sailing vessels and are flown when the vessel is under the command of a squadron member.

The national administrative officer upon recommendation by the flag and etiquette committee approves squadron burgees. This committee also requires the approval of the squadron executive committee and the squadron's district council.

A burgee should not contain a spelled name. Its motif should be based on the squadron's name, some local geographic or historic feature or in some other way reflect the squadron's area of operation.

Look at the USPS Ensign and our squadron burgee on the cover of your Membership and Fleet Roster. Note that the USPS Ensign is placed before our squadron burgee; flags themselves have precedence over one another, based largely on the stature of the organization, position or activity they represent. Flying the USPS ensign at the lowest starboard spreader of the foremost mast, reserving the flagstaff for the U.S. ensign is correct. The USPS ensign may be flown only when the vessel is under direct command of a USPS member.

Take This Quiz on Our Burgee

1. Can you identify the motif on our burgee that identifies the Palm Beach Sail & Power Squadron?
2. Do you know what the eight blue and white stripes on the burgee represent?
3. There is a gold band that surrounds the outside of the burgee. What does this mean?

(Answers on Page 14)

This Month's Meeting Tuesday, 11 October EVERGREEN CLUB

Here's the evening's schedule:

Hospitality 1800 (6 pm)
Dinner 1900 (7 pm)
Business Program 2000 (8 pm)



Program: Miranda Kahn, an anchor and reporter for TV Channel 5, will be our guest speaker. During her college years at the University of Kansas, Miranda participated in a couple of internships at Topeka stations and also worked as a photographer and reporter for a cable station.

Two weeks after graduation, she joined an NBC affiliate in Louisiana. After two years as a morning anchor and general assignment reporter, she went back up north to work at WQAD. After beginning as a morning anchor, she moved on to the 6 and 10 o'clock news. Eventually she discovered her hidden passion, investigative reporting. Wanting to further her career where snow is nonexistent, she now works for WPTV News Channel 5.

Reservations: Call Lt Roberta Stephens, P to make your reservation at 694-2992 on or before Friday 07

October. This is a gated community. You will not be granted admittance without having first called in your dinner reservation by the listed date to allow your name to be provided to security.

Price: Please pay at the door by check only, \$20 made payable to PBS&PS. (Please note: Members who make reservations are responsible for the cost of the dinners.)

Dress Uniform F: Black slacks/skirt, White long sleeve shirt, men black tie/women black crossover tie.

Raft-up at Old Port Cove on 08 October

This month's squadron raft-up will be on Saturday, 08 October at Old Port Cove. Time is from 1100 hrs until around 1400 hrs (2 p.m.)

Contact Lt Roberta Stephens, P at 694-2992 if you plan to attend. We like to have an idea as to how many boats to expect.

At raft-ups it is important to have appropriate fenders and lines and all vessels are welcome. We bring food and drink for those on our boat and a dessert or side dish to share with oth-

MENU CHOICES

Seared salmon, lemon dill sauce
or
Cornish hen with wild rice
or
Wild mushroom ravioli with carbonara sauce

Chef's vegetable
Chef Toni's New England clam chowder
Dessert with fruit and coffee

ers. While having fun you can also have one of our squadron vessel examiners, provide a Vessel Safety Check for your boat and receive a current VSC decal.

Two more raft-ups have been scheduled for 2005. They are:

Saturday, 19 November at Peanut Island, Anchorage on the east side

Saturday, 10 December at Old Port Cove. This is the Annual Christmas Raft-up

Chair Lt Jim Palmer, AP

Your contributions to Afterdeck are welcome

Your Editor and News Editor are looking for articles from our members to put in *The Afterdeck News*. If any of you have information which you could put in article form, such as buying a new boat, experiences while boating, or cruising, new boat products you have discovered, or information that may be helpful to other squadron members send me your article. We need your assistance in keeping the *Afterdeck News* more interesting.

The articles are due by the fifth of each month.

Any questions call Lt/C. Joyce Newman, S at 624-7121 or e-mail jannpb@aol.com. Would prefer the article be typed in WORD and sent as an attach file but don't let that stop you from sending in an article.

For those of you who find you are unable to write an article but have information to share, please contact David Cross at 840-2061 or e-mail him at xglobal@adelphia.net

Afterdeck
NEWS

Published by the Palm Beach
Sail & Power Squadron

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The Afterdeck News is the official publication of the Palm Beach Sail & Power Squadron, chartered November 1944 as an affiliate of the United States Power Squadrons. Your Editors request that articles be submitted by the 5th of the month, directly to them. Afterdeck News and the Palm Beach Sail & Power Squadron are not responsible in any way for mishaps from the use of any product or service mentioned or advertised herein.

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COMMANDER'S REPORT

Summer wasn't a time to slow down



Here in Palm Beach Sail and Power Squadron our summer comes to a close. Throughout the season we have seen a great variety of activities - 12 monthly America's Boating Classes held with a total of 20 new members joining as a result. Vessel Safety Checks (111 to date), enthusiastic squadron participation in Palm Beach Garden's "Night Out," several raft-ups and one very popular and successful evening cruise on the *Palm*

Beach Princess. The ever-popular weekly luncheons at Duffy's were enhanced by two additional evening "Happy Hour and Hors d'Oeuvres" events. District-8 Council was held at Pier 66 in Ft. Lauderdale, a Fall Conference on 24 September at Ft. Lauderdale and a National Governing Board in Portland. Our summer has been productive, indeed!



With the fall return of our vacationers and snowbirds the pace continues to escalate. Educational offerings for the month of October include Advanced Piloting taught by Lt. Scott Clinton, N; and Engine Maintenance under the able instruction of Lt. Alan Konzelman, S and P/Lt/C Carl Nyman, JN. In addition to the monthly "America's Boating Course" at our Lake Park headquarters additional classes will be offered in Boynton Beach High

School in October and in January. Our water-skiing SEO, L/C Bill Eldridge, SN works hard at keeping a Educational Department functioning smoothly.

The fleet roster for our squadron boasts a total exceeding 180 vessels. Just suppose half of these would participate in our monthly raft-ups! Generally held on the second Saturday of the month, these activities are capably conducted under the gastronomically gifted Lt/C Gary Ferguson, P, our Administrative Officer, and his fine committee: Lt. Roberta Stephens, P, Lt. Jim Palmer, and Lt. James Tedesco, P. If you do not have your own boat available call one of these folks to arrange transportation to one of our raft-ups.

On 5 November 2005 our 7-night cruise of the Caribbean on board the "Navigator of the Seas" commences. This is a squadron fund raising activity, which will visit the ports of Miami, San Juan, St. Thomas, St. Maarten and Nassau. There is a possibility that a few rooms might still be available, call our travel pro Barbara Galen at (561) 841-0969 if you have would like to be included in this adventure on the high seas.

To my Bridge and Committee Chairmen: the deadline for Merit Mark recommendations is OCTOBER FIRST! Let's be sure that all the hard work that has been so successfully accomplished by individual member this year is noted. Let's make sure we document every hour rendered in the service of our great squadron! Our Merit Mark Chairman is D/Lt/C Sally Williams, AP. Sally has all the information you need for writing up Merit Marks. Thanks and keep up the good work!

Barbara C. Roemmele

Palm Beach Sail & Power Squadron

Headquarters & Education Building

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mtdodd@aol.com

Address changes

Please report changes in address, telephone or e-mail, or birthday corrections, to the secretary.

From the Editor: **When at Evergrene, order the chowder**

As you may have read, the squadron found a new location for its dinner meetings over the summer, moving to the Evergrene Club on Donald Ross Road just south of the Abacoa complex.

As a service to Afterdeck readers and fellow members who didn't make it to the September meeting (yes, there are some of you out there), this column will serve as a sort of review of the meal and the overall experience.

First, the guard at the entry gate was both businesslike and friendly. The car in front of us took a long time getting through, but when I said "Power Squadron" he didn't hesitate, told me to go to the traffic circle, and I'd see the clubhouse. It's a stately building, with parking on both



left and right. The left was filled, but there was room on the right.

The most unusual thing about the meeting room is a full-width stage on one end. It should come in handy if we ever book the Rockettes or a magician.

The highlight of the meal was certainly the New England clam chowder, which tasted so authentic that I probably should spell it chowdah. By the way, it's also on the menu for October. The seared grouper that was on the original menu was substituted for, but the replacement did well enough. Speed of service was more sailboat than powerboat, but we were among friends and could chat among ourselves.

And the waitress was nice about bringing extra rolls.

Lt. Harry Lloyd, AP, Afterdeck Editor



At Left: Lt/C (P/C) Les McWhorter and crew Lt Donna McWhorter, Lt Bill and Verena Flanders prepare to raft-up along side anchor boat Euphoria

Below: Guests Carolyn Savage, George McArthur and AO Lt/C Gary Ferguson, P enjoy day aboard Euphoria.

September Raft-up

The September raft-up was held near the Flagler Bridge in West Palm. It was a beautiful day; a little warm but a nice breeze came up and saved the day. We had four boats: Euphoria, La Donna, El Hart and AnJoy, which had four captains and a total crew of 21 squadron happy members. Needless to say the ladies brought too many delicious sweets. Kathy E baked a (surprise) birthday cake for her hubby, which we all enjoyed. The rest of you missed a great day on the water but we will reserve a spot for you and your boat at the 08 October raft-up.

Lt Jim Palmer, AP



EDUCATION NEWS: *Ex-student still gets a thrill*

The Education Department would like to publish articles from members that describe how USPS boating education has contributed to their enjoyment of boating. This first article is based on an article written for *The Afterdeck* about 25 years ago by Lt Bud Greene, SN, the longest active member of the Squadron at 45 years, 31 of which he has served as chairman of elective courses.

By Lt Bud Greene, SN

About 45 years ago a young man was granted membership to this squadron. He wanted to learn more about boats and navigation so he could make voyages out of sight of land. This (not so) young man is still a member of the squadron and has indeed made many voyages out of sight of land and is still learning about boats and navigation and hopefully helping others learn more about boats and boating.

Without the many courses taken in the Squadron and the association with other men and women who were eager to share experiences, he might not have achieved his goal. I saw this young man in the mirror this morning. He is a little older and some people even call him "sir,"

but he still gets a thrill out of boats and talking about them and I see a sparkle in his eyes as he relives his experiences in the Squadron.

When you look in your mirror, and see the young man or woman you used to know, do you see a sparkle in your eyes when you think of your experiences in the Squadron? Maybe you no longer own a boat. It is not necessary to own a boat to love boating, help teach in Squadron courses, or to enjoy the fellowship as Squadron social functions. I have met members in the Bahamas and in this country and have always felt a little special because I too could fly the same ensign.

The Palm Beach Power Squadron means many things to its members. There is room for all of us if there is first a love of boating in your heart. I invite all of you to take part in our Squadron - make it the best! I invite all of you to enroll in Squadron courses to build your boating knowledge and to teach in the Squadron to share your knowledge and experiences with others.

The Education Department would welcome similar contributions from members. Please send your ideas to Lt Darryl Aubrey, JN at daubrey@att.net.

BOATING EDUCATION CONTINUES

Sign up for one of these courses!

TO REGISTER, CALL INSTRUCTOR (or Bill Eldridge, SN)

You may also register at class on dates listed below.

SEAMANSHIP

TUESDAYS, beginning 4 OCT

10 weeks — \$20.00

Instructor: John Luciano, AP — 627-8755



ADVANCED PILOTING

MONDAYS, beginning 3 OCT

14 weeks — \$40.00

Instructor: Scott Clinton, N — 741-4680



ENGINE MAINTENANCE

MONDAYS, beginning 10 OCT

10 weeks — \$35.00

Instructor: Carl Nyman, JN — 371-8690

ALL CLASSES WILL BE HELD AT SQUADRON HEADQUARTERS, BEGINNING AT 1900 (7:00 PM).

FOR COURSE DESCRIPTIONS, SEE SEPTEMBER'S AFTERDECK.

On the way to raft-up, a stop for repairs

P/R/C Robert Malone, SN and his crew of five were headed south in his pontoon boat on the Intracoastal Waterway enroute to the Flagler Bridge Raft-up on 10 September. Just north of the Blue Heron Bridge the boat lost speed. It was determined the rubber grommet inside the propeller had failed. Since the boat was only making headway at idle speed, the helmsman, P/C Fred Bierschenk, AP decided to steer for Little Munyon Island to replace the prop. Fortunately, Bob Malone had a spare prop and appropriate wrench onboard. The boat was beached on a small strip of sand on the west side of the island. Fritz and Lt/C Alan Patti, N jumped overboard to change the prop without getting too wet (the water was three feet deep at the stern).

After changing the prop the journey to the raft-up continued without further incident. Capt. Malone was prepared — he knows when boating to keep some tools handy for any of the common incidents and always keep a few spare parts on hand.

Lt/C Alan Patti, N
Treasurer

SQUADRON BOOSTERS: *We do things, look good*

This is "Palm Beach" Sail and Power Squadron. We're a first class act. We do things and we look good. And there are things we would still like to do. All of this costs money.

Dues and educational sales do not cover current expenses, let alone innovative bright ideas. So this "Squadron Booster" column has been established to help us keep up our com-

mitment to the community and our image.

Dues for most members *are not* tax deductible. *Contributions* (as in "Squadron Booster") *are* tax deductible. The IRS has declared that the Squadron is a "qualified organization" under section 501(c)(3) of the IRS Code. Of course, follow your tax adviser's advice.

If you don't want your name published, contribute and list your generous gift under a favorite person (Santa Claus), project (new equipment) or even anonymously.

However you do it, please **become a SQUADRON BOOSTER!**

Lt/C (P/R/C) William C. Eldridge, SN

Squadron Boosters, 2005

EAGLE — \$1,000

(Put Your Name Here)

HERON — \$500

Bill and Kathy Eldridge

Herb and Myra Hoffstein

Cdr Barbara and P/C Warren Roemmele

PELICAN — \$200

Richard Clark, P and Diane Clark, AP

Jim Palmer

OSPREY — \$100

Abby and Ken MacPherson

Mike and Nancy Sweeney

GULL — \$50

Richard and Diane Gordon

Angie and Leroy Batchelor

SANDPIPER — \$49 or less

(Put Your Name Here)

Collected to Date: \$2,200

Use This Form To Be A Booster

Enclosed is my TAX DEDUCTIBLE check in the amount of

\$_____.

Make check Payable to PBS&PS. Send to:

Lt/C Alan Patti, N (Treasurer)

120 Satinwood Lane,

Palm Beach Gardens, FL 33410-1603

Name to appear in Roster: _____

October Schedule

4 (Tues)

Bridge Meeting, Squadron HQ, 1900 hrs

10 (Sat)

Raft-up, Old Port Cove, 1100 hrs

11 (Tues)

Monthly Membership Meeting, Evergrene Club, 1800 hrs

Every Thursday Lunch Bunch, Duffy's (PGA Blvd and U.S. 1), 1100 hrs

Merit Mark is earned through active participation

By D/Lt/C (P/C) Sally A. Williams, AP
PBS&PS Merit Mark Chair

The chief commander awards a "merit mark" to an active or family member for substantial effort in personally furthering the interests, programs and objectives of USPSO. That's the official language, unofficially; it's what we call payment for the hours of volunteer effort our members contribute in a calendar year. Although only one merit mark may be awarded in a year to a member, it is earned by participating in squadron, district or national activities. A certificate is issued and a special insignia may be worn on USPSO uniforms.

Here is how the process of receiving a merit mark award begins in our squadron:

- Recommendations for your merit mark are prepared by a department chair and sent to the attention of the squadron merit mark chair by a specific due date.
- The information is transferred to a database to be

prepared for review and signature by our squadron commander.

- The submission is then sent to an area monitor where the recommendation is again reviewed for content and justification of a merit mark. The area monitor may return a recommendation that does not meet the standards for an award.

- The area monitor forwards the merit mark information to headquarters in Raleigh, N.C., for issuance of the merit mark award by the chief commander. This process usually takes 60 to 90 days for the merit mark certificate to reach the member.

When you receive your merit mark, be proud. It becomes our way of showing the world that as volunteers, USPSO is a great organization that recognizes our efforts.

Attention department chairs: The deadline for submitting your recommendations to the Merit Mark Committee is **Monday 03 October.**

SAFETY DECK

There are times when we read of a horrific tragedy and ask ourselves "What were they thinking"?

We recently read about a local fireman who was killed when his PWC collided with a larger craft filled with his fellow firemen. They were all "un-

winding" after a tough workweek. No doubt kidding around. Some fun!

In Boat US there was an article about a Charter Captain who turned his 32' boat ABEAM into 10 foot breaking waves. He had 19 people aboard. The boat capsized! The captain, the mate, and seven of the passengers were killed. Aside from

the captain's poor judgment in boat handling, his boat was overloaded! It was no wonder it capsized.

The safety violations in these two instances illustrate how easy it is to lose your life when you don't use common sense.

Lt Richard C. Hofmann,

ADVENTURE ON LONG ISLAND SOUND

His article was first published in the January - February 1970 issue of the NY Power Squadron "Crow's Nest." The article was republished in THE ENSIGN in May 1970.

By Lt/C (P/C) Herbert Hoffstein, SN

The sun was just dropping behind the low buildings on City Island so that long twilight shadows gave the boat an accentuated three dimensional effect increasing the length and beam somewhat; at least, in my mind. This was the craft that was to take us through the length of Long Island Sound, across Block Island Sound and then up into Jamestown, Rhode Island. As I studied the lines of this 5.5 Meter racing sloop the events that had led to this moment flashed across my mind.

Several weeks earlier a friend had said to me "Herb old boy ... how would you like to take a sailboat up to Rhode Island with me? My immediate response was affirmative. Knowing this sailor was enough for me. He had many years service in the U.S. Navy, owned his own sailboat and most important of all, he had taken several courses in the New York Power Squadron, including Sail. That he was knowledgeable in the ways of the sea would become forcibly apparent to me later.

Virtually all of my previous experience had been with powerboats. At the age of 15 I was trolling through the breakers of Jones Inlet in small rented skiffs in search of those elusive blues. By age 25 I had my first large boat so that I could venture far offshore for tuna and sword. At present I was pushing a 36-footer ... but through the years, it was always power. Here was a golden opportunity to learn about Sail. Also, I was registered to take the Sail course in the fall ... how great it would be to take the course with a little practical experience.

So when I said, "yes" to Frank it was not entirely out of altruistic motivation. Certainly he needed some help to get that sloop up the New England Coast, but I wanted to learn all about masts, booms, running back-stays and the rest of the very specialized vocabulary that only sailboat people understand.

Several days before our departure, I began to ask many questions about the nature of the boat and its equipment. She was a racing sloop, roughly about 29 feet in length with a high aspect ratio and deep keel. But no cabin and no head! This ruled out taking gals with us. As traumatic as that seems, the open cockpit troubled me to an even greater extent. It was not self-bailing! With any sort of sea compounded by a very low freeboard we could be in serious trouble.

So I insisted on three pieces of equipment, namely a portable Mayday radio with self-contained batteries that would transmit on 2182 KHz, a wide diameter bilge pump and finally a four man air sea rescue craft. I think my insistence on these items led the skipper to believe that perhaps he had not invited a capable hand but rather a powerboat nut with all his gadgets.

In this spirit he invited a second individual who had a great deal of sailing experience particularly in small racing boats ... but he had never been much further up the Sound than Matinicock Point. So then here we were - the

skipper with a good deal of experience, a racing sailboat enthusiast who had never lost sight of City Island and a powerboat guy who happened to pass many sailboats on the waterways and thought they looked pretty.

Going over charts and tide tables the night before, the decision was made to leave around 2000 to catch the ebb tide. With a good start and luck we could be tied up in Jamestown in about 40 hours.

As I stood on the floating dock in the dim twilight I began to have misgivings for the first time. Perhaps this wasn't the S.S. United States but she seemed to be well built. Good heavy-planks, riveted throughout and put together by Swedish craftsmen ... but that open cockpit and the five-foot floorboard that was to serve as a bed. Tempted though I was at this point to turn around and go home to my nice big comfortable power cruiser, I climbed aboard and nearly broke my neck on the loose floorboards. That was my first lesson! Racing sailboats are just that! They are not designed for comfort.

Our first task was to attach a combination red-green bow light just forward of the forestay; next, a 32 point white light was lashed to the backstay. As we raised the jib and proceeded to feed the luff rope of the main into the mast cove, a neighboring yachtsman presented us with half a bottle of rum to see us through the night. Lines were cast off and we made our way around the north end of Harts Island past several large ominous black rocks. Since we had no auxiliary engine aboard we welcomed the fresh southeast breeze.

Boy, that weather lady! How wrong could she be? The forecast was for northeast winds at 15 knots, but they were southeast at 10 knots. As we left Execution Rocks to starboard, the wind picked up to 15 knots and backed to the east.

The seas were running about 3 feet as we left our comfortable close reach and began our upwind tacks, first northeast and then southeast. By 2400 we were abeam of Eatons Neck Light on our starboard and Greens Ledge Light on our port quarter. The wind had picked up to force five, roughly 17-21 knots, and the seas were now 5-6 feet. Solid green water was pouring over the forward coaming. Now I knew for sure why I had been invited ... two guys were sailing the boat but yours truly was pumping madly away at the built-in Navy bilge pump.

By 0300 we were still between Eatons Neck and Greens Ledge. The seas were somewhat higher or at least seemed to be and the Navy Pump developed a crack in the casing. As I brought the bilge pump into action, I noticed a geyser of water emanating from seams on either side of the mast step. Frank made the astute comment that an 8000 lb compressive load in the lower one-third of the mast could cause this sort of leak. As my arms tired from pumping I was sure that all 8000 lbs were attached to my wrists.

If you don't consider the foregoing near disaster, please don't quit at this point. At about 0315 in pitch-blackness, we came to an agonizing, crunching halt as we hit a

ADVENTURE ON LONG ISLAND SOUND

rock off one of the Norwalk Islands. I was thrown forward into the cockpit coaming as we grounded and I learned quickly that wood is much harder than my nose. Not being sure whether I felt warm water or blood trickling down my upper lip, I asked the skipper to check. He said it wasn't water and then rightly concerned himself with getting us off that rock.

Lesson No. 2 for me: How the devil does one get a sailboat off a rock in a 20 knot wind with six foot waves breaking over the side? Well, we physically took that boom and pushed it against the wind, which effectively jibed the boat. At the same time we hiked out on the leeward side to tilt the keel up as much as possible. It

worked! We were now floating free and left the environs of islands and rocks to our stern as quickly as possible.

It would seem obvious to a Sea Scout at this point that Rhode Island was out of the question. We had several choices. Bridgeport to windward would be difficult. Greens Ledge would be easier but then we would have a windward beat after rounding the Ledge. The most rational effort would be a beam reach across the entire width of the Sound to Eatons Neck and the comfort of Huntington Harbor. As I sit here pounding out this article, the choice to make for Huntington was obviously right.

The sloop managed a beam sea very well giving me time to nurse my

wounds and ask myself what I was doing out there in the middle of Long Island Sound at 4 o'clock in the morning on a sinking sailboat. Shivering, beaten and wet we entered the harbor and dropped the kedge at 0430. The mainsail was dropped over the open cockpit for shelter and out came the sterno stove. Since none of us owned the boat we were reluctant to allow her to fill with water. We pumped until a local marina opened after sunrise. Our little raft for the night was hauled and is being readied for further adventures.

Am I discouraged? Well, I've been looking for a sailboat since my return. Would anyone like to buy a nice powerboat?

Help us make updates for next roster printing

As we approach the year end, some in our Squadron have begun to think about who next year's leaders will be.

Some of us will take strong roles, some will become active contributors and some will continue to be strong supporters. All of us will enjoy the camaraderie found in this exceptional organization. Keeping track of who's doing what and who's in charge of what committee leads us in search of our Squadron Roster.

This is the time when we start putting the changes into a format, ready to be printed.

Knowing we're working on that right now causes me to make a request of every member of this Squadron.

Please pick up your current Roster, turn to the page with your name on it and closely review the information. If changes are needed, they will become a part of the next Roster *if* you write them down and give them to D/Lt/C (P/C) Sally Williams. AP so she can make the necessary changes in our computer database. You can send them by mail, by e-mail or give them to her when you next see her. Please don't call her on the phone for this because she's an extremely busy person holding down important positions both in our Squadron and with our District. Her information is in the Roster.

Lt Bill Flanders

Who's New in the Squadron

We welcome our new members to our USPS.

Matthew Bria and Deborah Hach
5084 Sesame St
Palm Beach Gardens, FL
33418-3521

Alberto Casanova and Francesca
821 Oak Harbour Dr.
Juno Beach, FL 33408

Keri Ellisson and Chris
18499 SE Sea Oaks LN
Tequesta, FL 33469-1409

Ronald J. Farkas and Evelyn
105 Paradise Harbour Blvd,

Apt 102
North Palm Beach, FL
33408-5017

Jack A. Gempel and Tammy
PO Box 22113
West Palm Beach, FL
33416-2113

Peter J. Graves and Marie R.
4588 Old Military Trail
West Palm Beach, FL
33417-3050

Stanley Praver and Marian
115 Island Cove Way
Palm Beach Gardens, FL
33418-5773

Answer to questions

about the Squadron Burgee:

1. The Palm Tree.
2. The eight blue and white stripes signify our squadron is in District 8,
3. Gold band signifies that the squadron has achieved its 50th anniversary.

For more information about the USPS Ensign, go to United States Power Squadron web site <http://www.usps.org> and read each screen and do the following to find the USPS Operations Manual:

1. At USPS site select "Members Area" at bottom of screen.
2. Right side of next screen scroll down and select "Operations Manual" under "Secretary."
3. Click on "Download Manual" and Appendices/Index screen displays.
4. At left of this screen select Protocol, Etiquette & Flag Code.
5. Next screen an index appears at left. Choose Chap. 9.12 The USPS ensign.

Explore and learn more about your organization.

P/Lt/C Joyce Newman, S

Minutes of the Board of Directors Meeting

06 September 2005

Directors Present: Cdr Barbara Roemmele JN; Lt/C Les McWhorter, S; Lt/C Bill Eldridge, SN; Lt/C Gary Ferguson, P; Lt/C Herb Hoffstein, SN; Lt/C Alan Patti, N; P/C Mary Dodd, SN; Lt Ralph Morse, JN

Guests Present: Lt Jim Palmer, P; Lt Jim Tedesco, P; P/C Warren Roemmele, SN; Kathy Eldridge, P; Lt Richard Hofmann, P; P/C Ed Newman, S; P/Lt/C Joyce Newman, S; Lt Bill Flanders; Lt. Roberta Stephens, P

Meeting called to order at 1900: Quorum present. Invocation by Ed Newman.

Cdr. Barbara Roemmele, JN: Motion to approve minutes of 02 August meeting, Seconded and passed. Roster report moved to New Business.

Executive Officer McWhorter: Lt Ralph Morse, JN reports tomorrow 21 of the Anniversary wish cards go out advertising our Safe Boating Classes. Safety Officer Dick Hofmann, P reports that Bill Money is leaving our area. Safe boating brochures and "Smart Boating" will be distributed. Eldridge states we can get boxes of Smart Boating at the Marcinski FIND headquarters. Ed Newman states much of this material used to be placed in the New Member Envelope.

Educational Officer Bill Eldridge: 26 people signed up for August ABC course. 22 took the exam. Education budget given to Treasurer. Expect 58 to take courses this winter. Lt Scott Clinton, N sent out 30 brochures for new AP course. Got only one response. Suggest reduced rate of \$20 be changed to \$30 for ABC course. Becomes effective for October class. Old rate in newly printed flyers and

October Squadron Birthdays

2 David Green	15 P/Lt/C Carl Nyman, JN John Litwinka, S Tim Hare	22 Edward Faber
3 Diane Patterson	16 P/C John Reid, SN Diane Jenkins	23 Lt Ralph Morse, JN
4 Francesca Casanova	17 Bernard Jacobs Beverly Reid	25 James Kline, SN Lt/C Alan Patti, N
6 Austin Beer	18 John Sperano Robert Smith	26 P/C Warren Roemmele, N
7 Ronald Pilenzo	20 Lt Arthur Dodd, SN P/Lt/C Leonard Kantor, SN	27 Bob Patterson Marian Praver
8 Dale Shilling	21 Rhonda Nasser Richard Hofmann	28 Lt/C (P/C) Les McWhorter, S
9 Jeanne Kirch, AP Susan Litwinka		29 Richard McClain, JN P/Stf/C Joseph Rawlins, SN
13 Fay Gehring		
14 Ken Berger John Fairbrother, P		

Web page will be changed. Motion to charge \$30 for ABC course seconded and passed. Thirty-three MM recommendations sent to P/C Sally Williams.

Administrative Officer Ferguson: Dinner meetings moved to Evergrene Club. Cost \$20 per person.

Secretary Lt/C Herb Hoffstein, SN: Grand total membership 418; down 40 from this time one year ago. Female membership has helped a great deal to bolster totals.

Treasurer Patti: Income & balance sheet distributed for past two months. Net profit of \$1,100 but, budget still in preparation. Spent \$1,000 to produce 57,000 flyers for Tax Collector to include with tax bills but reimbursed by Marine Trade Industry Association. Check expense bills for sub-

mission to USPS. There will be three items for planned raffle. Also, plan for setup of marine items for sale at West Marine, U.S. 1.

New Business: Contribution for USPS Educational Fund discussed. Expect \$1 per member to be on the honor roll. Have 335 Active Members. Motion to contribute. Seconded and passed, unanimously.

Roster Chairman Flanders gave a review of Roster Committee deliberations. P/C Sally Williams suggested a loose-leaf type of binder as preferable but cost is major consideration.

Les McWhorter asked that Bill Flanders come back to the next board meeting with all factors on one page with recommendations.

Lt/C Herb Hoffstein, SN, Secretary

A Tiny Bit of Trivia from the Sea

From the Greek word for "ships," we have inherited a word that means "illness" but that originally signified seasickness. That word is nausea.

In sailing parlance, "devil" is not he of the forked tail, but a nautical term for the seam between two planks in the hull of a ship, on or below the waterline. Anyone who had to caulk a "devil" was caught between a rock and a hard place, or between the devil and the deep blue sea.